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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date of Notice:	July 7,2007
Lead Agency:	Planning Department, City and County of San Francisco 1660 Mission Street, 5th Floor, San Francisco, CA 94103
Agency Contact Person:	Sarah Jones **Telephone:** (415) 575-9034
Project Title:	2006.0460E – 690 Stanyan Street Mixed Retail/Residential Project
Project Sponsor:	690 Stanyan Street LLC
Project Contact Person:	Mark Brennan, Esq. **Telephone:** (415)-596-1914
Project Address:	690 Stanyan Street
	;, Lots 005,006
	isco

would include: (1) demolition of the existing, vacant 24-foot-high, ala Foods) and removal of the existing 42-space parking lot; and (2) etail/residential building with a 34,400-sq.ft. ground-floor specialty al units in 81,000 sq.ft., and an additional three-level, 176-space 4 grocery store parking spaces and 62 residential parking spaces. room units, 15 two-bedroom units, and one three-bedroom unit.

the northeast comer of the intersection of Haight and Stanyan treet to the north and Shrader Street to the east in San Francisco's ect site is in the Haight Street Neighborhood Commercial district k district on the western portion of the lot and a 40-X height and proposed project would require a Conditional Use Authorization ed Unit Development (PUD) whose design features would modify eight, unit exposure, open space, rear yard, parking, building on a rcial use larger than 2,500 sq.ft. in the Haight NCD.

f Applicable: N/A

NIFICANT EFFECT ON THE ENVIRONMENT AND AN S REQUIRED. This determination is based upon the criteria of the nitial Study), 15064 (Determining Significant Effect), and 15065 d the following reasons, as documented in the Environmental hich is attached.

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Written comments on the scope of the EIR will be accepted until the close of business on August 6, 2007. Written comments should be sent to Paul E. Maltzer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

State Agencies. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. Thank you.

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REF
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Da

Paul E. Maltzer, Environmental Review
Officer

cc: LLC, Project Sponsor; Jonas Ionin, Neighborhood Planner, Northwest Quadrant; Distribution List;
Sup arimi, District Five; Bulletin Board; Master Decision File.

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Project Address:	690 Stanyan Street
sessor's Block(s) and t(s):	Block 1228, Lots 005,006
ty and County:	San Francisco

oject Description: The proposed project would include: (1) demolition of the existing, vacant 24-foot-high, ,600-square-foot (sq.ft.) retail building (Cala Foods) and removal of the existing 42-space parking lot; and (2) nstruction of a four-story, 115,400-sq.ft. retail/residential building with a 34,400-sq.ft. ground-floor specialty ocery store (Whole Foods), 62 residential units in 81,000 sq.ft., and an additional three-level, 176-space bterranean garage (90,000 sq.ft.) with 114 grocery store parking spaces and 62 residential parking spaces. ere would be 26 studio units, 20 one-bedroom units, 15 two-bedroom units, and one three-bedroom unit.

e 34,000-sq.ft. project site is located on the northeast comer of the intersection of Haight and Stanyan eets, on the block also bound by Page Street to the north and Shrader Street to the east in San Francisco's ight Ashbury neighborhood. The project site is in the Haight Street Neighborhood Commercial district aight NCD) with a 50-X height and bulk district on the western portion of the lot and a 40-X height and lk district on the eastern portion. The proposed project would require a Conditional Use Authorization om the Planning Commission for a Planned Unit Development (PUD) whose design features would modify quirements related to measurement of height, unit exposure, open space, rear yard, parking, building on a rcel larger than 5,000 sq.ft., and a commercial use larger than 2,500 sq.ft. in the Haight NCD.

ilding Permit Application Number(s), if Applicable: N/A

IS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN VIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the ate CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 andatory Findings of Significance), and the following reasons, as documented in the Environmental aluation (Initial Study) for the project, which is attached.

written comments on the scope of the EIR will be accepted until the close of business on August 6, 2007. Written comments should be sent to Paul E. Maltzer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

State Agencies. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. Thank you.

July 7, 2007
Date

for
Paul E. Maltzer, Environmental Review
Officer

cc: 690 Stanyan Street LLC, Project Sponsor; Jonas Ionin, Neighborhood Planner, Northwest Quadrant; Distribution List; Supervisor Ross Mirkarimi, District Five; Bulletin Board; Master Decision File.

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INITIAL STUDY

Case Number 2006.0460E – 690 Stanyan Street Mixed Retail/Residential Project

A. PROJECT DESCRIPTION

The project site is located in San Francisco's Haight Ashbury neighborhood at 690 Stanyan Street (Assessor's Block 1228, Lots 005 and 006) on the northeast corner of the intersection with Haight Street (Figure 1, page 2). In addition to Stanyan Street to the west and Haight Street to the south, the project block is bound by Page Street to the north and Shrader Street to the east. The approximately 34,000-square-foot (sq.ft.) project site is flat and contains a vacant, one-story plus mezzanine, 24-foot-high former Cala Foods grocery store, a 42-space (15,000-sq.ft.) surface parking lot, and two general advertising signs located on the northern edge of the property. A temporary 42-space surface parking lot was approved as a conditional use on the site in March 2007 (Planning Department Case No. 2006.1218C).

The proposed project would demolish the existing vacant building and remove the surface parking lot and general advertising signs. It would construct a four-story, retail/residential building with a ground-floor specialty grocery store (Whole Foods), 62 residential units on the upper three floors, and a three-level 176-space subterranean garage with 114 parking spaces for grocery store use and 62 parking spaces for residential use (Figures 2 through 6, pages 3 to 7). The proposed project would also provide 47 bicycle parking spaces.

The proposed building would be considered under the Planned Unit Development (PUD) process (San Francisco *Planning Code* Section 304), and would be 40 feet in height as measured at the highest point on the property, which is located within the 40-foot height limit portion of the property.[1] Along Stanyan Street, the project site is within the 50-X height and bulk district, and the proposed building would be approximately 50 feet in height as measured at Stanyan Street (see Figure 5, page 6).

The new building would total approximately 115,400 sq.ft., of which 34,400 sq.ft. would be commercial

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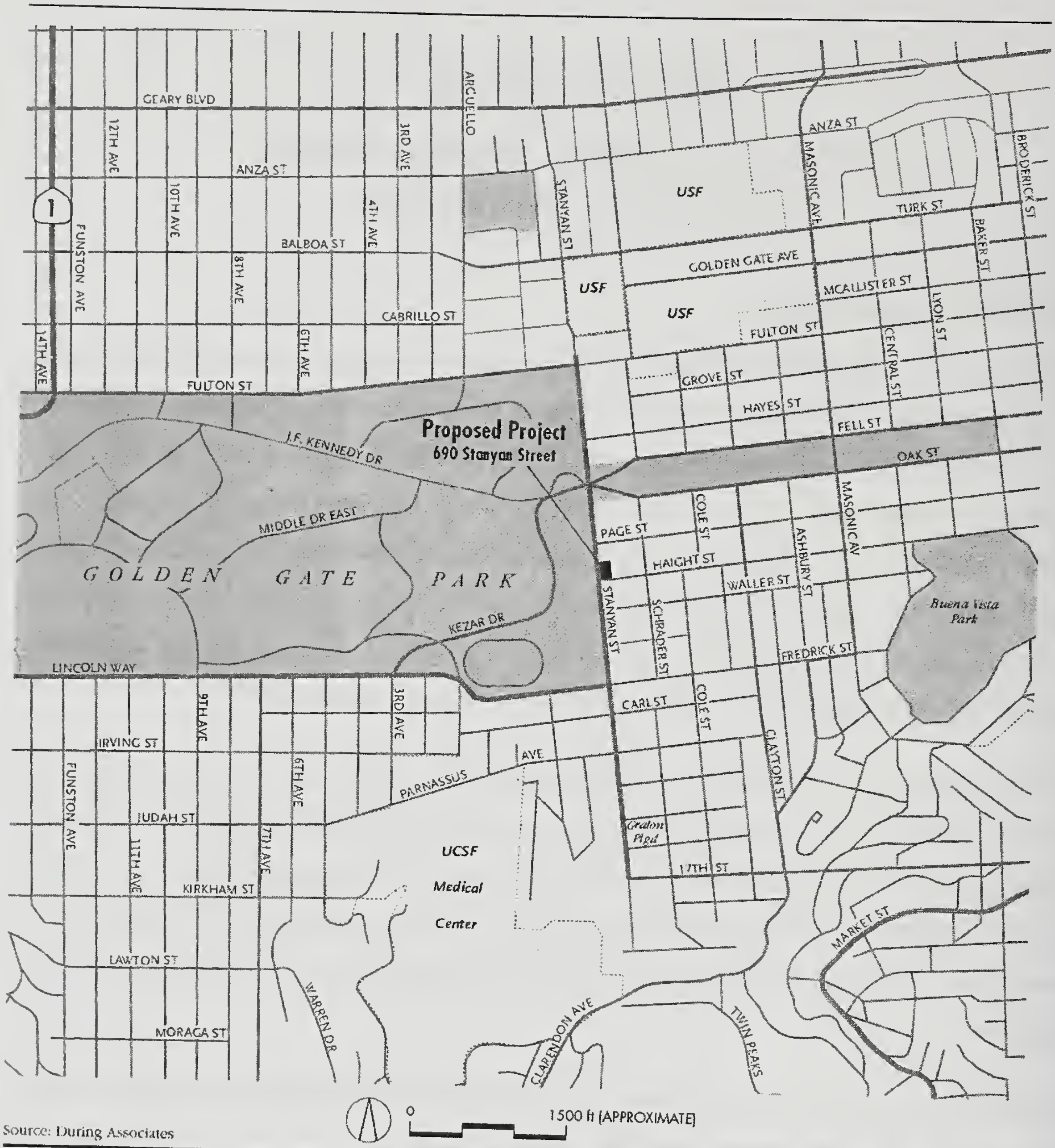
[1] *Planning Code* Section 304(d)(6) allows for "minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code".

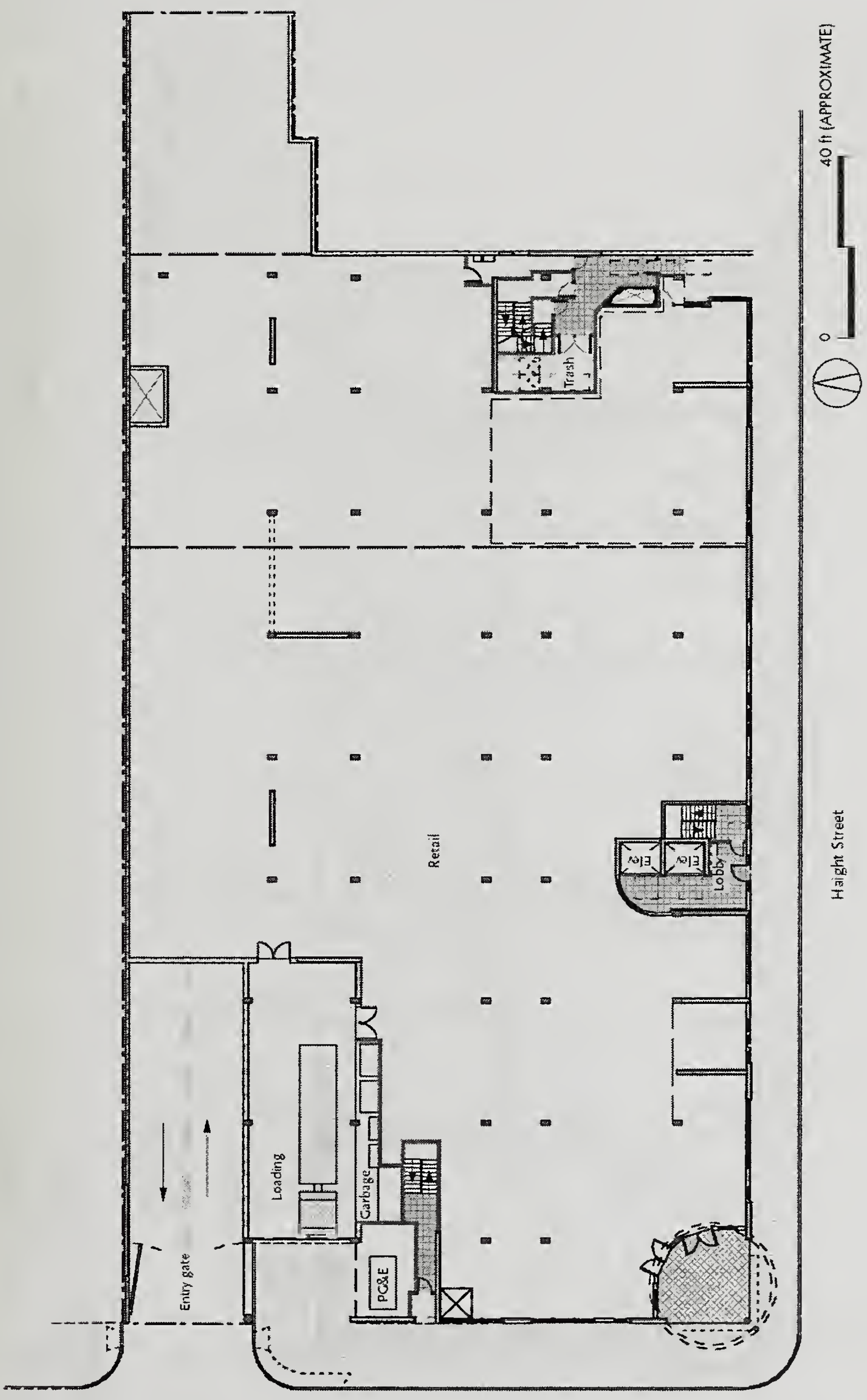


Source: During Associates

2 12 07

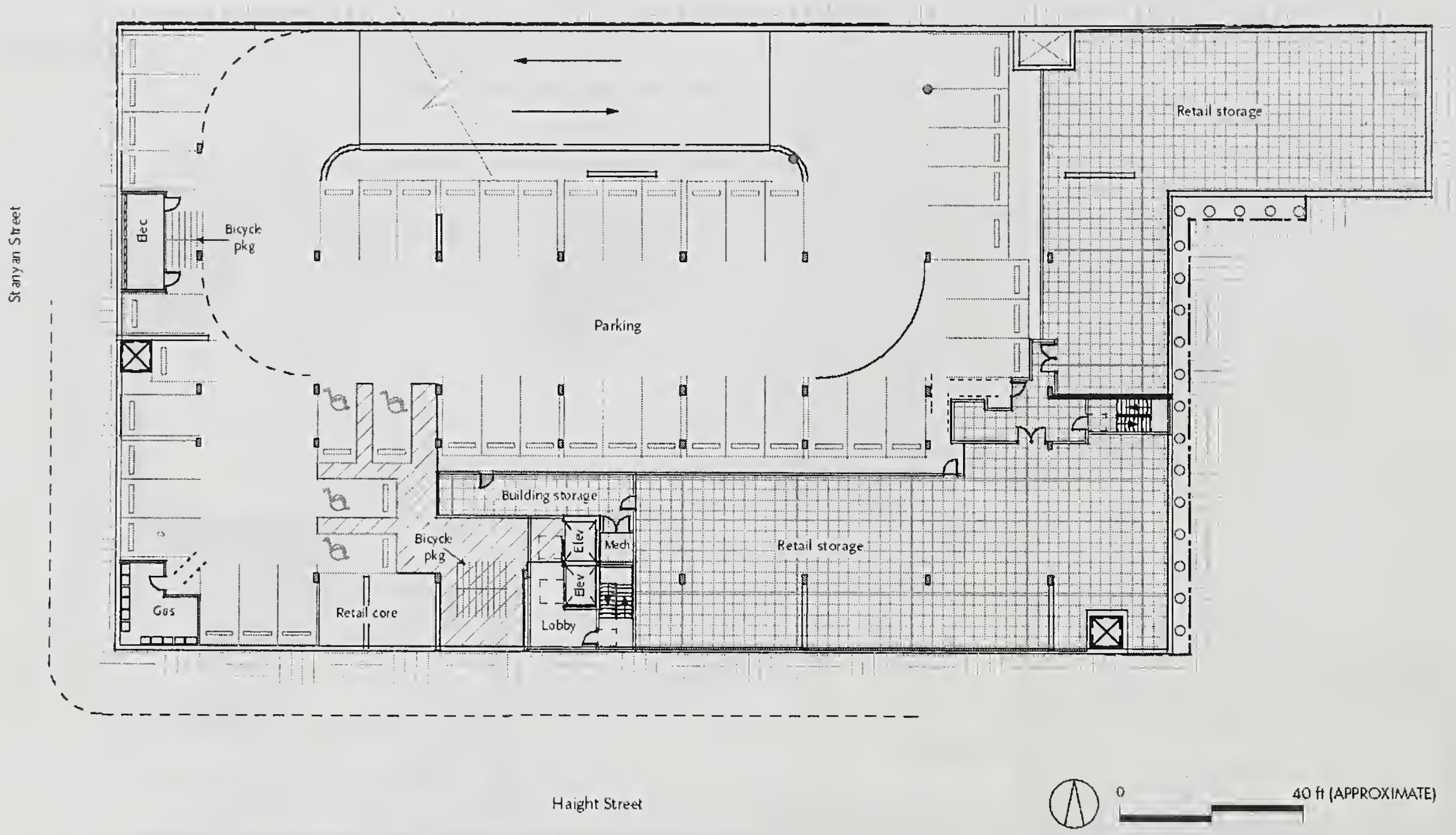
Proposed Project Location Figure 1

3 1223 07087 0929



Proposed Ground Floor Plan Figure 3

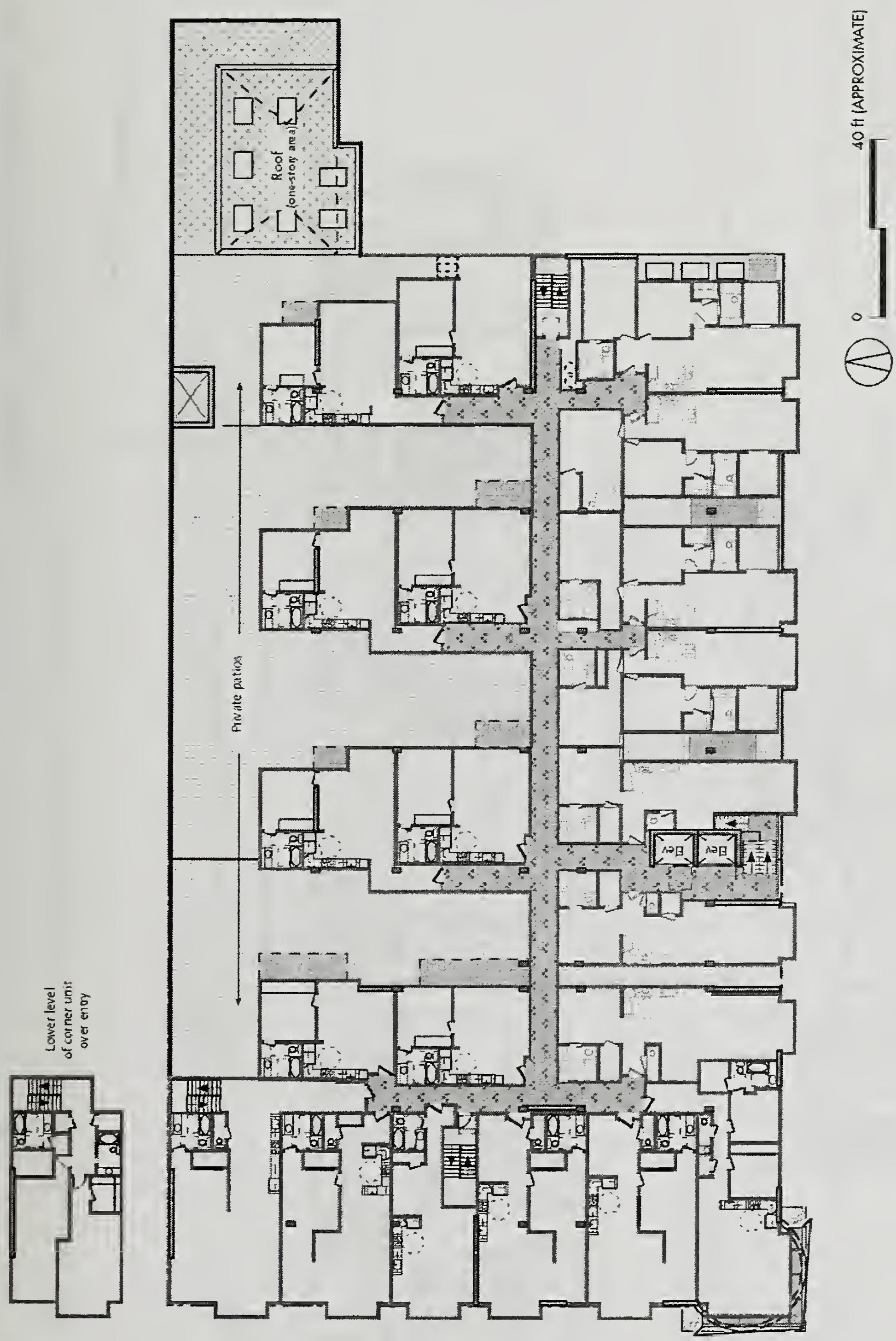
Source: Stephen Antonaros
5-11-07



Source: Stephen Antonaros

5-11-07

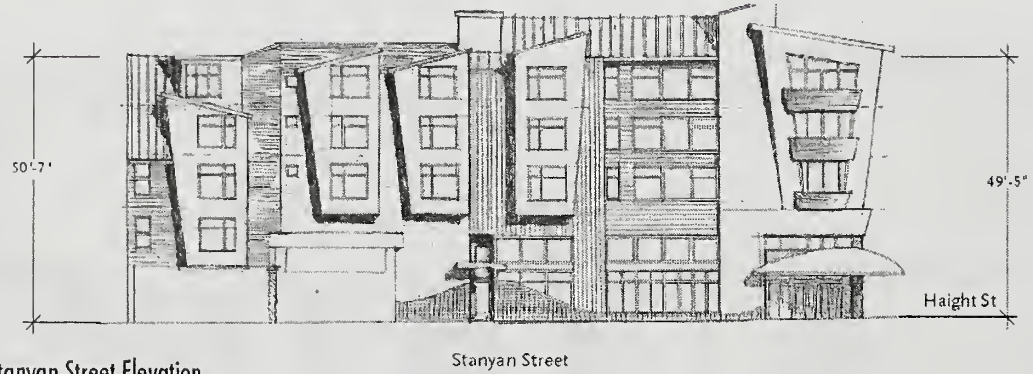
Proposed Parking Plan—Level One Figure 2



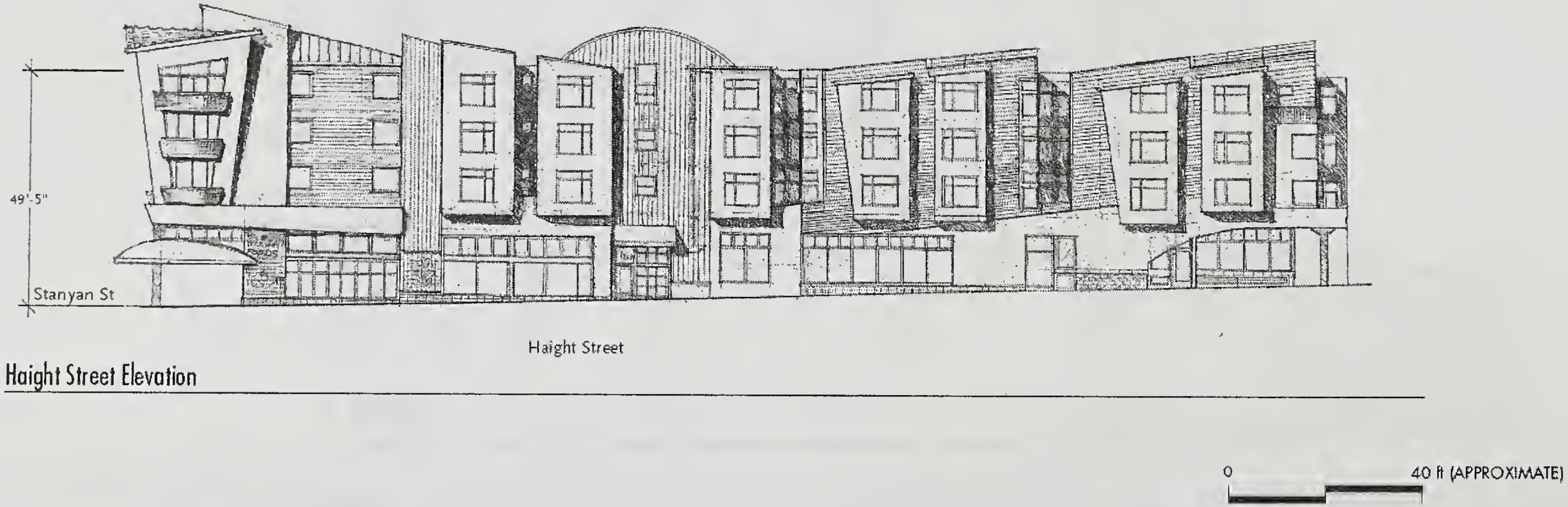
Source: Stephen Antonaros

5.11.07

Proposed Residential Floor Plan—Levels Two to Four Figure 4



Stanyan Street Elevation

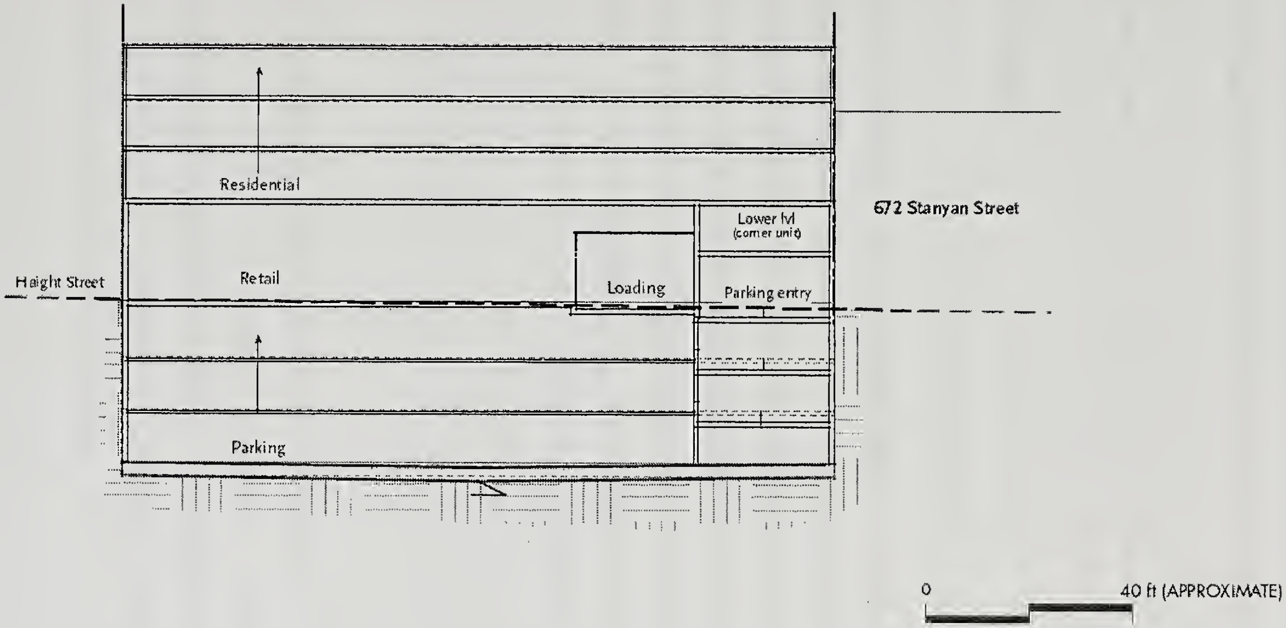


Haight Street Elevation

Source: Stephen AntOnaros

6-27-07

Preliminary Proposed Project Elevations Figure 5



Source: Stephen Antonaros

6-27-07

Proposed Project Section—Looking West Figure 6 and 81,000 sq.ft. would be residential. The proposed subterranean garage would occupy an additional 90,000-sq.ft. There would be 26 studio units, 20 one-bedroom units, 15 two-bedroom units, and one three-bedroom unit. The Inclusionary Housing Ordinance (*Planning Code* Section 315.4) would require 12 percent of the units, or seven of the proposed 62 units, to be below market rate (BMR) units distributed throughout the project.[2] The main entrance to the residential portion of the project would be from Haight Street and the primary pedestrian entrance to the grocery store would be at the corner of Haight and Stanyan Streets. The entrances to the underground garage and to the new loading dock for the grocery store would be located on Stanyan Street near the northern property line.

The residential lobby entrance would be on Haight Street approximately 50 feet from Stanyan Street and would have two elevators and a staircase. There would be a second residential entrance on Haight Street at the southeast corner of the building that would have a staircase and an area containing the residential trash containers. The staircases in these two entrances access both the three upper residential floors and the three subterranean parking levels. A third residential entrance on Stanyan Street adjacent to the grocery store loading dock would have a third staircase providing access only to the residential floors and a utility room for the electrical transformer on the ground floor. The entrance to the retail grocery store would be at the southwest corner of the building. The first two subterranean levels of the garage would be commercial parking, while the third level would be residential parking, which would include 47 bicycle spaces.

The proposed project would have 6,600 sq.ft. of common open space located on the roof, which would exceed the *Planning Code* requirement of 4,800 sq.ft. Additionally, the proposed project would provide approximately 1,400 sq.ft. of private open space distributed among 14 units, which would exceed the requirement of 1,120 sq.ft.[3] There are no trees on the project site and the proposed project would not remove the three existing trees along the sidewalk of Haight Street (there are no trees on Stanyan Street). Constructing the three-level underground parking structure would require excavation to approximately 30 feet below the existing ground surface and removal of about 33,000 cubic yards of soil from the site.

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[2] On August 1, 2006, the Board of Supervisors adopted amendments to *Planning Code* Section 315, increasing the percentage of required inclusionary housing units to 15 percent on-site or 20 percent off-site. However, pursuant to *Planning Code* Section 315.3(b)(2), the increased percentage requirements are not applicable to projects for which an environmental evaluation application was filed prior to July 18, 2006, or that do not require zoning map amendments or *Planning Code* text amendments that would result in a net increase in the number of permissible residential units. The environmental evaluation application was filed for the proposed project on April 3, 2006, and would not require zoning map or *Planning Code* text amendments that would result in a net increase in the number of permissible residential units.

[3] Pursuant to Section 719.1 of the *San Francisco Planning Code,* the open space requirement is 80 sq.ft. per unit if provided privately or 100 sq.ft. per unit if provided in common. The proposed project would provide private open space for 14 units, and common open space for the remainder, so the requirement would be 1,120 sq.ft. of private open space and 4,800 sq.ft. of common open space.

If approved, construction of the proposed project would occur over approximately 18 months. The project sponsor is the 690 Stanyan Street LLC and the project architect is Stephen Antonaros.

B. PROJECT SETTING

The relatively flat, 34,400-sq.ft. project site is located at 690 Stanyan Street on the northeast corner of the intersection of Haight and Stanyan Streets. The project site is within the Haight NCD and is within a 40-X height and bulk district on the eastern portion of the lot and a 50-X height and bulk district on the western portion. The area within two blocks of the project site is a mix of land uses, comprised mainly of residential and commercial uses, with some ground-floor commercial/upper floor residential uses, and an entrance to Golden Gate Park and the Alvord Lake area of the park (a public use) across Stanyan Street to the west of the project site. Commercial uses along Haight Street include mostly retail shops, restaurants, and bars. There are also several automotive repair businesses and surface parking lots in the area. Land uses along the north side of Haight Street on the project block include a bar-lounge two retail stores, and a medical clinic in one-story buildings and a surface parking lot at the corner of Shrader Street. Across Haight Street are two retail stores, two restaurants, and a bar-lounge in one-story buildings, and an upper-floor residential use in one two-story building. One of the restaurants is a McDonald's fast food franchise with a large surface parking lot.

On Stanyan Street north of the project site, there are one three-story and two four-story residential buildings, while Golden Gate Park is across the street. There is a four-story residential building fronting on Page Street abutting the rear portion of the project site. The Panhandle of Golden Gate Park is two blocks north of the project site, the University of San Francisco is seven blocks north, Buena Vista Park is five blocks east on Haight Street, and Mt. Sutro is 10 blocks southwest with the University of California, San Francisco (UCSF) Medical Center on its northern flank. Kezar Stadium is located in Golden Gate Park approximately three blocks southwest of the project site. There are a variety of building types, sizes, and ages on the project block and in the vicinity. The majority are two to four stories tall, with some one- and five-story buildings.

C. COMPATIBILTY WITH ZONING, PLANS, AND POLICIES

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	☐	☒

San Francisco Planning Code

The *San Francisco Planning Code (Planning Code),* which incorporates the City's Zoning Maps, implements the *San Francisco General Plan (General Plan)* and governs permitted uses, densities, and configuration of buildings within the City. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project conforms to the *Planning Code,* (2) allowable exceptions are granted pursuant to provisions of the *Planning Code,* or (3) amendments to the *Planning Code* are included as part of the project.

The project site is within the Haight NCD zoning district and the 40-X and 50-X height and bulk districts divide the site on the east and west, respectively. Residential uses and a variety of retail uses are principally permitted uses in the Haight NCD (*Planning Code* Section 719.1), along with entertainment (movie theatre), personal, financial business, and professional services, trade shops, small and large institutional, and medical cannabis dispensary uses. Other entertainment, massage, medical services, tourist hotel, automotive (repair, parking), animal hospitals, and video store uses are conditional uses.

The Haight NCD is intended to provide convenience goods and services to local Haight Ashbury residents, visitors, and users of Golden Gate Park. It also provides comparison shopping goods and services to a larger market area. In particular, the Haight Ashbury neighborhood is known citywide for its eating, drinking, and entertainment uses. Numerous housing units create the district's mixed residential-commercial character. The district's zoning controls maintain the existing building scale, promote new mixed-use development with character similar to adjacent buildings, regulate development of large lots and uses, and protect rear yards above the ground story and at residential levels. The district promotes its prevailing mixed-use character with land use controls that direct most commercial uses to the ground story and restrict upper-story uses in new buildings. Special controls prohibit additional eating and drinking uses, restrict their expansion and intensification, and limit entertainment and tourist hotels in order to maintain a balanced mix of uses and limit nuisances and congestion. Prohibitions of most automobile and drive-up uses protect the district's continuous retail frontage. Prohibition of upper-story conversions and limitations on demolitions protect existing residential units. The controls promote new housing development above the ground story.

The boundaries of the Haight NCD are coterminous with the boundaries of the Haight Street Alcohol Restricted Use Subdistrict (Haight Street Alcohol RUSD, *Planning Code* Section 781.9), which is intended to "preserve the residential character and the neighborhood-serving commercial uses of the Haight-Ashbury neighborhood..." New establishments for the sale of alcoholic beverages are not permitted in this district."

The City's height and bulk districts serve a variety of urban design purposes.[4] Principally these districts relate the height of new buildings to important attributes of the City pattern—such as the height, scale, and character of existing development—to avoid an overwhelming or dominating appearance. They also promote harmony in the visual relationships and transitions between new and old buildings. The 40-X and 50-X height and bulk districts limit heights to 40 and 50 feet, respectively.[5]

The proposed project would require a Conditional Use Authorization from the Planning Commission for a Planned Unit Development (PUD) whose design features would provide for exceptions related to measurement of height, unit exposure, open space, rear yard, parking, building on a parcel larger than 5,000 sq.ft., and a commercial use larger than 2,500 sq.ft. in the Haight NCD. Due to the slope of the project site and the use of the PUD process, the proposed project would be consistent with the *Planning Code* requirements regarding height. Any physical environmental effects associated with the proposed building height are evaluated in this Initial Study or will be addressed in the EIR for the proposed project.

Pursuant to Sections 151, 161, and 719.5 of the *Planning Code*, the proposed project would require 62 off-street parking spaces for the proposed 62 residential units and 72 spaces for the 27,000-sf.ft. retail grocery store.[6] The proposed project would provide parking on-site in a three-level, 176-space, underground parking structure with 114 grocery store parking spaces and 62 residential parking spaces

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[4] *San Francisco Planning Code*, Article 2.5, Height and Bulk Districts, Section 251, Height and Bulk Districts: Purposes.

[5] *San Francisco Planning Code*, Section 270, Bulk Limits: Measurement.

The project is subject to the Residential Inclusionary Affordable Housing Program (*Planning Code* Sections 315 to 315.9). The Affordable Housing Program applies to projects of ten or more units and requires, for projects requiring CU authorization, that affordable housing is provided at 12 percent if on-site, or 17 percent off-site.[7] The project would comply with the Inclusionary Affordable Housing Program requirements.

The proposed project would require approval by the Department of Building Inspection (DBI) for demolition and site permits, and by the Department of Public Works for street and sidewalk permits.

Plans and Policies

San Francisco Plans and Policies

In addition to the *Planning Code*, development in the City is subject to the *San Francisco General Plan (General Plan)*. The *General Plan* provides general policies and objectives to guide land use decisions. Environmental plans and policies are those, like the *Bay Area Air Quality Plan* and the *Bay Area 2005 Ozone Strategy*, that directly address physical environmental issues and/or contain targets or standards required to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. Section E, Evaluation of Environmental Effects, discusses any conflict between the proposed project and policies that relate to physical environmental issues.

Decision-makers will consider the compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues in their deliberations over whether to approve or disapprove the proposed project. Potential conflicts with *General Plan* policies identified as part of the project review process would not alter the physical environmental effects of the proposed project that this environmental review document assesses. Some of the objectives and policies of the *General Plan's* Urban

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[6] *San Francisco Planning Code*, Section 151, Schedule of Required Off-Street Parking, "Dwelling" (except as specified in Section 242) requirement of one space for each dwelling unit; "Other Retail Space" requirement of one space per 500 sq.ft. of occupied floor area up to 20,000 sq.ft. where the occupied floor area exceeds 5,000 sq.ft., plus one for each 250 sq.ft. of occupied floor area in excess of 20,000.

[7] Please see footnote 1, page 1, for the applicability of August 1, 2006 amendments to the Inclusionary Affordable Housing Program to the proposed project.

Design Element, Housing Element, and Industry and Commerce Element are applicable to the proposed project, as follows:

URBAN DESIGN ELEMENT

OBJECTIVE 1 (City Pattern): Emphasis of the characteristic pattern which gives to the City and its neighborhoods an image, a sense of purpose, and means orientation.

POLICY 1.3: Recognize that buildings, when seen together, produce a total effect that characterizes the City and its districts.

OBJECTIVE 2 (Conservation): Conservation of resources that provide a sense of nature, continuity with the past, and freedom from overcrowding.

POLICY 2.6: Respect the character of older development nearby in the design of new buildings.

OBJECTIVE 3 (Major New Development): Moderation of major new development to complement the City pattern, the resources to be conserved, and the neighborhood environment.

POLICY 3.1: Promote harmony in the visual relationships and transitions between new and older buildings.

POLICY 3.4: Promote building forms that will respect and improve the integrity of open spaces and other public areas.

POLICY 3.5: Relate the height of buildings to important attributes of the City pattern and to the height and character of existing development.

POLICY 3.6: Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

POLICY 3.7: Recognize the special urban design problems posed in development of large properties.

POLICY 3.8: Discourage accumulation and development of large properties, unless such development is carefully designed with respect to its impact upon the surrounding area and upon the City.

OBJECTIVE 4 (Neighborhood Environment): Improvement of the neighborhood environment to increase personal safety, comfort, pride, and opportunity.

POLICY 4.1: Protect residential areas from the noise, pollution, and physical danger of excessive traffic.

POLICY 4.3: Provide adequate lighting in public areas.

POLICY 4.4: Design walkways and parking facilities to minimize danger to pedestrians.

POLICY 4.12: Install, promote, and maintain landscaping in public and private areas.

POLICY 4.15: Protect the livability and character of residential properties from the intrusion of incompatible new buildings.

RESIDENCE ELEMENT (1990)

OBJECTIVE 1 (Housing Supply): To provide new housing, especially affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment growth demand.

POLICY 1.4: Locate in-fill housing on appropriate sites in established residential neighborhoods.

OBJECTIVE 7 (Housing Affordability): To increase land and improve building resources for permanently affordable housing.

POLICY 7.2: Include affordable units in larger housing projects.

POLICY 7.5: Encourage energy efficiency in new residential development and weatherization in existing housing to reduce overall housing costs.

POLICY 2.3: Allow flexibility in the number and size of units within permitted volumes of larger multi unit structures, especially if the flexibility results in creation of a significant number of dwelling units that are permanently affordable to lower income households.

OBJECTIVE 12 (Livability): To provide a quality living environment.

POLICY 12.1: Ensure housing is provided with adequate public improvements, services, and amenities.

POLICY 12.2: Allow appropriate neighborhood-serving commercial activities in residential areas.

POLICY 12.4: Promote the construction of well-designed housing that conserves existing neighborhood character.

RESIDENCE ELEMENT (2004)

OBJECTIVE 1 (Housing Supply): To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

POLICY 1.4: Locate in-fill housing on appropriate sites in established residential neighborhoods.

OBJECTIVE 4 (Housing Affordability): Support affordable housing production by increasing site availability and capacity.

POLICY 4.2: Include affordable units in larger housing projects.

POLICY 4.5: Allow greater flexibility in the number and size of units within established building envelopes, potentially increasing the number of affordable units in multi-family structures.

OBJECTIVE 11 (Livability): In increasing the supply of housing, pursue place making in neighborhood building principles and practices to maintain San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

POLICY 11.2: Ensure housing is provided with adequate public improvements, services, and amenities.

POLICY 11.3: Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

POLICY 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character.

POLICY 11.7: Where there is neighborhood support, reduce or remove minimum parking requirements for housing, increasing the amount of lot area available for housing units.

POLICY 11.8: Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

POLICY 11.10: Include energy-efficient features in new residential development and encourage weatherization in existing housing to reduce overall housing costs and the long-range cost of maintenance.

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 6 (Neighborhoods): Maintain and strengthen the viable neighborhood commercial areas easily accessible to City residents.

POLICY 6.1: Ensure and encourage the retention and provision of neighborhood-serving goods and services in the City's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

POLICY 6.4: Encourage the location of neighborhood shopping areas throughout the City so that essential retail goods and personal services are accessible to all residents.

POLICY 6.7: Promote high-quality urban design on commercial streets.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies are: (1) preservation and enhancement of neighborhood-serving retail uses;

(2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8 a and b, Wind and Shadow, and Questions 9a and c, Recreation).

Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation would be consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in Section II.C. Evaluation of Environmental Effects. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

Regional Plans and Policies

The five principal regional planning agencies and their over-arching policy/plans to guide planning in the nine-county bay area include (1) the Association for Bay Area Governments' "A Land Use Policy Framework" and *Projections 2005*, (2) the Bay Area Air Quality Management District's (BAAQMD's) *Clean Air Plan (CAP)* and *Bay Area 2005 Ozone Strategy*, (3) the Metropolitan Transportation Commission's *Regional Transportation Plan (RTP)—Transportation 2030*, (4) the San Francisco Regional Water Quality Control Board's (RWQCB's) *San Francisco Basin Plan*, and (5) the San Francisco Bay Conservation and Development Commission's *San Francisco Bay Plan*. Due to the size of the proposed project, there would be no potential conflicts with regional plans.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Land Use
☒ Aesthetics
☐ Population and Housing
☒ Cultural Resources
☒ Transportation and Circulation
☐ Noise

☒ Air Quality
☒ Wind and Shadow
☐ Recreation
☐ Utilities and Service Systems
☐ Public Services
☐ Biological Resources

☐ Geology and Soils
☐ Hydrology and Water Quality
☒ Hazards/Hazardous Materials
☐ Mineral/Energy Resources
☐ Agricultural Resources
☒ Mandatory Findings of Signif.

1. *Effects Found to be Potentially Significant*

This Initial Study evaluates the proposed 690 Stanyan Street project to determine whether it would result in significant environmental impacts. Topics noted as "Potentially Significant Impact" in the Initial Study mean that the EIR assessment will enable a determination of whether or not there would be a significant impact. Due to the prominence of the project site, aesthetics will be evaluated in the EIR as a potentially significant impact. The proposed project could also have a significant effect on transportation and traffic because it would increase traffic, transit and parking demand in the area, and it could have a significant effect on air quality because of the traffic increase. The proposed project may also add new shadow to Golden Gate Park. The EIR will analyze potential visual, transportation and traffic, air quality, and shadow impacts. The EIR may discuss other topics, such as land use, that are determined in this Initial Study not to be significant, but would do so only for informational purposes.

2. *Effects Found Not to be Significant*

The following potential individual and cumulative environmental effects of the 690 Stanyan Street project were determined either to be less than significant or to be reduced to a less-than-significant level through recommended mitigation measures included in this Initial Study: land use, aesthetics, population and housing, cultural resources, noise, wind, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural resources. Section II.B.1, discusses these items with recommended mitigation measures, where appropriate, and they require no further environmental analysis in the EIR. All mitigation measures identified, including archeological resources (**Mitigation Measure 1,** page 67), construction air quality impacts (**Mitigation Measure 2,** page 71), soil and groundwater contamination (**Mitigation Measure 3**, page 71), and hazardous materials (**Mitigation Measure 4**, page 73) have been agreed to by the project sponsor. As indicated above, the EIR will discuss land use impacts for informational purposes, although this Initial Study determined effects resulting from the proposed project would not be significant.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Except for the categories of transportation/traffic and shadows, all items on the Initial Study Environmental Evaluation Checklist have been checked either "Not Applicable," "No Impact," "Less Than Significant," or "Less Than Significant with Mitigation Incorporated." These categories indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect in relation to these items. Items that have been identified as having a "Potentially Significant Impact" will be addressed in the EIR. For Checklist items checked in a column other than "Not Applicable," the Initial Study discusses that particular issue. For all of the items checked "Not Applicable," the conclusions regarding potential significant adverse environmental effects are based on field observation, staff and consultant experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the Department's *Transportation Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, the evaluation has considered both the individual and cumulative impacts of the proposed project.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1. **LAND USE AND LAND USE PLANNING—Would the project:**					
a) Physically divide an established community?	☐	☐	☒	☐	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐
c) Have a substantial impact upon the existing character of the vicinity?	☐	☐	☒	☐	☐

The project site is located in San Francisco's Haight Ashbury neighborhood, across the street from the Haight Street entrance plaza to Golden Gate Park and two blocks south of the park's Panhandle. It is within the Haight NCD zoning district, which generally encompasses the lots facing Haight Street between Stanyan and Central Streets (six blocks to the east), and those facing Stanyan Street from the project site to Beulah Street (two blocks to the south). The project site is also within the Haight Street Alcohol Restricted Use Subdistrict, which has the same boundaries as the Haight NCD. To maintain a livable neighborhood, the district does not permit new on-sale or off-sale liquor establishments due to the "unusually large number of such establishments already in the Haight Ashbury neighborhood."[8] The surrounding area includes Public (P) use in Golden Gate Park to the west and in the Panhandle to the north. To the south of the Haight NCD is an RH-3 district (Residential, House, Three-Family) that includes two small areas of RH-2 (Residential, House, Two-Family). To the north of the Haight NCD is a mixture of RH-3 and RM-2 districts (Residential, Mixed, Moderate Density) and an RM-1 district (Residential, Mixed, Low Density) within the wider area bounded by Oak, Masonic, Frederick, and Stanyan Streets. There is a small NC-1 district (Neighborhood Commercial Cluster) north of Page Street along Stanyan Street.

A 50-X height and bulk district on the west and a 40-X height and bulk district on the east split the project site. The 50-X is a narrow district running north-south for five blocks between the Panhandle and Frederick Street and encompassing the lots on the east side of Stanyan Street facing Golden Gate Park. To the east and south of this district is a 40-X height and bulk district.

Land uses near the project site are mixed, composed primarily of residential and commercial uses, with some mixed-use buildings containing ground-floor commercial/upper floor residential. The entrance to Golden Gate Park—a public use—is across Stanyan Street to the west of the project site. Commercial uses along Haight Street include mostly retail shops, restaurants, and bars. There are also several automotive repair businesses and surface parking lots. There are many buildings of different types, sizes, and ages. Heights vary, with the majority of the buildings being two to four stories tall, interspersed with some one- and five-story buildings.

The boundaries of the project block are Page Street on the north, Shrader Street on the east, Haight Street on the south, and Stanyan Street on the west. Land uses on the project block along the south side of Page Street include ten residential buildings: seven four-story buildings at 1907-1965 Page Street, two three-story buildings at 1919-1929 Page Street, and one two-story building at 1901 Page Street. Of the four-story buildings, four are apartment buildings with 6 to 16 units and three buildings are three-unit flats over a ground-level garage. Across Page Street are seven buildings: a two-story building at the corner of Stanyan with an insurance office on the ground floor and residential units above, a two-story building with a long frontage occupied by a Boys and Girls Club, two three-story cottages, and three two-story residential buildings.

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[8] *San Francisco Planning Code,* Section 781.9. Haight Street Alcohol Restricted Use District.

The west side of Shrader Street has only residential uses. On Shrader Street at the corner of Page Street are the side wall and side yard, the rear yard, and the freestanding garage of 1901 Page Street. There is a two-story, one-unit residential building at 537 Shrader Street and a three-story (plus an attic) one-unit building at 515 Shrader Street. On the corner at Haight Street is a 16-space surface parking lot. Across Shrader Street are six residential buildings (two two-story, a three-story, two four-story, and a six-story building).

Land uses along the north side of Haight Street on the project block are all single story buildings and include a bar-lounge at 1840 Haight Street, two retail stores at 1816 and 1818 Haight Street, a medical clinic at 1800 Haight Street, and the surface parking lot already mentioned at the corner of Shrader Street. Across Haight Street are two retail stores, two restaurants, and a bar-lounge in one-story buildings, except for one two-story building with residential uses on the upper floor. One of the restaurants is in the McDonald's franchise with an approximately 40-space surface parking lot that extends south to Waller Street.

There is a three-story, three-unit residential building at 672 Stanyan Street with a bicycle shop on the ground floor, and there are two four-story, 16-unit apartment buildings at 652 Stanyan and 650 Stanyan (corner of Page Street). The entrance plaza to Golden Gate Park is across Stanyan Street to the west.

Land use impacts would be significant if the proposed project would physically divide an established community, conflict with applicable land use plans, policies, or regulations, or substantially and adversely change the vicinity's existing land use character.

Community Division

The proposed project would demolish and replace the existing, vacant, former Cala Foods building and surface parking lot, but would not disrupt or divide the physical arrangement of surrounding uses and activities. The proposed new building would be constructed within the existing lot boundaries, would not interfere with or change the existing street plan, and would not impede the passage of persons or vehicles. The surrounding uses and activities would remain and would interrelate with each other as they currently do.

Adopted Plans and Regulations

As described above in Section II.A. Compatibility with Zoning, Plans, and Policies, the proposed project would not obviously or substantially conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

Land Use Character

The proposed demolition of the existing, vacant, former Cala Foods market and surface parking lot and construction of the mixed retail/residential building would not introduce new or incompatible land uses to the area. The proposed grocery store would replace a previously existing grocery store, and would be a compatible use within the Haight NCD and the surrounding residential neighborhoods. The proposed project's retail and residential land uses would be consistent with the varied size, structures, and mixed land use character of the area, as discussed above.

The scale and massing of the building would be consistent with several buildings in the vicinity of the project site, such as other four- and five-story, multi-unit residential and commercial buildings on the block and in the surrounding area. These buildings contain a mixture of moderate-density residential flats, apartments, and commercial development characteristic of the Haight Ashbury neighborhood. The proposed uses would not change substantially or adversely affect the character of surrounding land uses. The proposed project's change of land uses and intensity on the project site would, therefore, not be a significant impact.

Conclusion

The proposed project would continue the grocery store land use on the project site and add a residential use, but would not physically divide an established community, conflict with adopted land use plans, or substantially or adversely alter the land use character of the vicinity. The proposed project's land use impacts would, therefore, be less than significant under CEQA. Land use issues require no further analysis and will be included in the EIR for informational purposes only.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2. **AESTHETICS—Would the project:**					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	☐	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	☐	☐	☒	☐	☐

Scenic Vistas and Views

San Francisco has many scenic views from its hilltops and from locations near the Pacific Coast or San Francisco Bay. Buildings, structures, and other physical elements direct lines of sight that define view corridors. Streets and their street walls, created by the height and location of buildings, form the majority of view corridors in San Francisco. Some of San Francisco's view corridors, particularly those down its numerous hills, yield spectacular views of San Francisco Bay. The *General Plan* identifies the importance of recognizing and protecting major views in the City, with particular attention to views of open space and water.[9]

Scenic vistas and views are limited in the project vicinity due to the generally flat topography and to the intervening buildings of surrounding urban development. However, Twin Peaks and Mt. Sutro dominate views to the south from the project site and vicinity. Golden Gate Park, directly across Stanyan Street to the west, is also an important visual resource in the area. Public open spaces near the project site also include Golden Gate Park's Panhandle two blocks to the north, Buena Vista Park seven blocks to the east, and Grattan Park six blocks to the southeast. The project site is visible from the entrance plaza to Golden Gate Park across Stanyan Street, but is not visible from the other public open spaces due to intervening buildings and distance from the project site. The project site is not near the Pacific Coast or San Francisco Bay. The Stanyan Street view corridor yields a scenic view of Mt. Sutro and Twin Peaks to the south. The Haight Street view corridor is a typical urban view of cars, the buildings of a neighborhood commercial district, skyline, and sky, with the entrance Plaza to Golden Gate Park visible when looking west.

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[9] *San Francisco General Plan,* Urban Design Element, Objective 1, Policy 1.1.

A project would have a significant effect on scenic vistas if it would substantially degrade important view corridors and obstruct scenic views from areas viewable by a substantial number of people.

The proposed project would not alter substantially nor affect adversely existing views or view corridors. The proposed project would demolish the existing 24-foot high vacant grocery store and surface parking lot and construct a four-story mixed retail/residential project. The proposed project would be up 50 feet tall as measured at Stanyan Street, 26 feet higher than the existing building, and built within the existing lot. It would be taller than adjacent buildings on Haight Street but about the same height as the adjacent buildings on Stanyan Street to the north and many buildings in the area. The project site is not located within the line of sight of a scenic vista. The proposed building would be constructed within the existing lot and outside of the Haight and Stanyan Street view corridors. Therefore, the proposed project would not substantially degrade or obstruct any scenic view or vista observed from public areas.

The proposed four-story building would change private views of the project site. The existing building is visible from the south side of Haight Street within one and one-half blocks. As a result, the taller proposed building with full lot coverage would be visible from locations across Haight Street and to the east a few blocks, and from buildings on Shrader Street near the corner of Haight Street. Affected private views would contain more building than the existing views of the partially covered project site and the intervening one-story buildings adjacent to the project site along Haight Street. Some views of Golden Gate Park from buildings across Haight Street and/or the rear of buildings along Page Street would be partially blocked by the proposed project. The changed private views for some nearby residents would be an unavoidable consequence of the proposed project and may be an undesirable change for some individuals.

Given the dense urban setting of the proposed project and the limited extent of the reduction in private and publicly accessible open space views, corridor views and scenic vistas, the proposed project's impact on views would not be considered a significant environmental impact.

Scenic Resources

Scenic resources include trees, rock outcroppings, and other features of the built or natural environment that contribute to a scenic public setting. The existing building and surface parking lot cover the entire site. The only landscape features on the project site are three existing street trees along Haight Street that are 20 feet tall or higher. The proposed project would retain the three existing street trees. The site does not contain any significant scenic resources and the proposed project would not change the existing street trees. For these reasons, the proposed project would not have a significant effect on scenic resources.

Aesthetics and Urban Design

The visual character of the project site and vicinity is urban, mixed, and moderate density. There are many buildings of different types, sizes, and ages. Heights vary with the majority of buildings ranging from two to four stories tall, with some one-story and five-story buildings. Surrounding land uses include residential flats and apartment buildings, neighborhood commercial uses along Haight Street in one- and two-story buildings, and a minor amount of ground-floor retail in other, more residential areas off Haight Street.

As discussed in the project description, the proposed project would demolish the existing 24-foot-tall, vacant grocery store, remove the surface parking lot, and construct a four-story, mixed residential over ground-floor retail project. Along Stanyan Street, where the existing surface parking lot is located, the new building would be approximately 50 feet tall; measured on the eastern side of the property, the proposed new building would be 40 feet in height, 16 feet taller than the existing 24-foot building on the site.

The project site is a visually prominent corner lot, in a location that serves as a gateway between Golden Gate Park and the Haight Ashbury neighborhood. At the time of this analysis, the project design had not been adequately defined to evaluate the extent of any effects on the visual character of the area resulting from the proposed project. Therefore, the potential visual impacts of the proposed project, with regard to the proposed project's effects on visual character, will be addressed in the EIR.

Light and Glare

An existing, vacant, 24-foot-tall grocery store building occupies the eastern portion of the project site and a surface parking lot occupies the western portion. When in business, the existing exterior lighting was similar to that of other commercial uses in the vicinity. Commercial storefronts, signs, streetlights, and residences all contribute to nighttime light conditions in the area. The proposed mixed retail/residential building would introduce outdoor lighting typical of mixed uses in the area. The proposed project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass, and would not use mirrored glass in the new building. Exterior lighting would be consistent with similar lighting on surrounding land uses and the fixtures would be directed downward to minimize visible light on and off the project site. For these reasons, the proposed project would not generate obtrusive light or glare that would substantially affect other properties.

Conclusion

As discussed above, the proposed project would not have a substantial demonstrable negative effect on a scenic vista, damage scenic resources, or create a new source of obtrusive light and glare. The effect of the proposed project on the visual character of the area will be analyzed in the EIR.

	Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
3.	**POPULATION AND HOUSING—Would the project:**					
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐
b)	Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☒	☐	☐
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

The San Francisco Bay Area has a reputation for an agreeable climate, open space, recreational opportunities, cultural amenities, a strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of land available is limited, and land and development costs are relatively high. For these reasons, San Francisco consistently ranks as one of the most expensive housing markets in the United States.

The U.S. Census estimated the year 2000 population of San Francisco at 776,733.[10] Corresponding figures for year 2000 households and employment are 330,000 and 634,500, respectively.[11] The Planning Department projects that San Francisco's household population, households, and employment will increase to approximately 834,500, 366,000, and 761,000, respectively, by 2025, with a corresponding increase of 30,000 housing units between 2000 and 2025.[12]

Approximately 20 percent of the neighborhood (Census Tract 166) households are families, with a median annual income of $80,000, while about 80 percent are non-family households with a median income of $57,000.[13]

Table 1 below compares income distribution in the census tract to citywide income distribution.

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[10] *San Francisco General Plan* Housing Element, Part I, May 2004, Graph I-1.

[11] San Francisco Planning Department, Citywide Policy and Analysis, *Land Use Allocation 2002*. Figures are from Scenario B and rounded from 366,211 households and 634,435 jobs.

[12] San Francisco Planning Department, Citywide Policy and Analysis, *Land Use Allocation 2002*. Figures are from Scenario B and rounded from 834,448 population, 366,211 households, and 760,936 jobs. Due to the persistent high demand for housing in San Francisco and to many governmental efforts to increase housing production, *Land Use Allocation 2002* (LUA2002) is more aggressive in its projection of household growth and corresponding population growth than ABAG's baseline *Projections 2002*. However, it is not as optimistic as ABAG's policy-based *Projections 2003, 2005* and *2007*, and the corresponding political and fiscal changes that would be required to realize the policy-based growth projections. The Department periodically reviews the currency of LUA2002 and will update it when key conditions or assumptions change.

[13] U.S. Census Bureau, Year 2000 Census, Table QT-P32. Income Distribution in 1999 of Households and Families: 2000. Census Tract 166. 1999 Dollars. A family is a group of two or more people who reside together and who are related by birth, marriage, or adoption.

Table 1

1999 Household Income Distribution—Census Tract 166 and San Francisco

Annual Household Income	**Percent of Households**	
	Census Tract 166	**San Francisco**
<$50,000	38	46
$50,000-$124,999	44	38
>$125,000	18	16
Median Household Income		
• Family	$80,000	$63,545
• Nonfamily	$57,000	$46,457

Source: U.S. Census Bureau, Year 2000 Census, table QT-P32.

Annual housing production in San Francisco from 1990 – 2005 ranged from a low of about 290 units in 1993 to a high of about 2,500 units in 2003.[14] The citywide annual average over that 16-year period was about 1,130 units. In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in the Regional Housing Needs Determination (RHND) 1999-2006 allocation and calculated the jurisdictional need of the City as 20,372 dwelling units, or an average yearly need of 2,717 net new dwelling units. [15] Part I of the Housing Element identifies housing production needed by household income group.[16] Approximately sixty-four percent of the total production goal is targeted for moderate, low, and very low income households.[17] Approximately 2,126 of the 20,372 units are targeted for "Low" income households, or those earning between 50 and 80 percent of the median income. Part I of the

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[14] San Francisco Planning Department, *Housing Inventory 2005,* Table 2, "San Francisco Housing Trends, 1985–2005."

[15] *San Francisco General Plan* Housing Element, February 2003, Part I, Section III, Housing Needs, page 65.

[16] *San Francisco General Plan* Housing Element, Adopted May 19, 2004, Part 1, Section III, Table I-50, New Construction Housing Need by Income Category (January 1999- June 2006), pp. 79-80. Definitions of household income groups and affordability criteria are from San Francisco Planning Department, *Housing Inventory* 2005, p. 19. US Department of Housing and Urban Development. Qualifying criteria for each income group defined by share of the Primary Statistical Area's (PMSA's) median household income, family size, and rental/ownership unit. Median income for the San Francisco PMSA (2005) was $76,000 for a two-person household and $95,000 for a four-person household.

[17] The City does not prepare an independent estimate of long-range housing need, but the average annual need based on the current six-year ABAG housing needs determination goals can be used on an on-going basis as a rough approximation.

Housing Element states that there are "more than enough in-fill housing opportunity sites to meet the projected housing needs"[18] but that a chronic shortfall in annual capital subsidies prevents the City from meeting its below-market-rate (BMR) housing production goals. The Housing Element estimates that capital subsidies would need to be increased over 300 percent to meet the City's annual BMR housing production targets.[19]

The existing, vacant grocery store building on the project site is 23,600 sq.ft. The proposed project would add 62 housing units to San Francisco's housing stock and result in a net increase of 10,400 sq.ft. of retail space. Using the average household occupancy rate for owner-occupied households of 2.17 for Census Tract 166, the estimated population of the proposed project would be approximately 135 new residents.[20] The 34,000 sq.ft. of retail space would accommodate about 97 employees (approximately 30 more employees than the existing market when it was operational).[21] While potentially noticeable to adjacent neighbors, the addition of about 135 new residents and 30 net new employees on site would not substantially change the existing area-wide population, and the resulting density would not exceed levels that are permitted, common, and accepted in urban areas such as San Francisco.

The project's net increase of 62 housing units would be 5 percent of the average annual housing production in San Francisco from 1990 – 2003 (1,341 units), and 2.5 percent of the 2,717 units estimated by ABAG as needed annually in San Francisco. The proposed units would be part of the 30,000-unit increase the Planning Department anticipates between 2000 and 2025, as discussed above.[22] The proposed project would include seven BMR units, which would be affordable as specified in *Planning Code* Section 315.4, On-Site Housing Requirement and Benefits. In general, ownership units would be priced to be affordable to households earning the median income.

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[18] *San Francisco General Plan* Housing Element, Section IV, Part I , page 121 and the Inventory of Land Suitable for Residential Development..

[19] The *San Francisco General Plan* Housing Element, page 121, Part I.

[20] U.S. Census 2000, Summary File. Census Tract 166, San Francisco County, California Table QT-H3 Household Population and Household Type by Tenure. Average population per household of 2.17 (owner occupied) and 62 units yields 135 residents.

[21] Employment generation factor of 350 sq.ft. per retail employee is based on the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002. The existing, vacant market is approximately 23,600 sq.ft. and the proposed market is 34,000 sq.ft., and have capacity for approximately 67 and 97 employees, respectively.

[22] San Francisco Planning Department, *Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, First Draft*, February 2003. .

Existing development on the project site is not residential. Therefore, the proposed project would not displace residents or existing housing units. The 30 net new employees on the project site may create new San Francisco households and increase demand for housing in the City or the wider Bay Area, if employees are not already residents and choose to relocate to San Francisco. However, even in the case where all the employees chose to relocate to San Francisco, the increase would not be substantial and would be part of the 30,000 new households expected in San Francisco between 2000 and 2025.

Conclusion

As discussed above, the proposed project would not induce substantial population growth, would not displace substantial numbers of existing housing units or people necessitating the construction of replacement housing elsewhere, and would not create substantial demand for additional housing. For these reasons, the proposed project would not have significant physical environmental effects on population or housing demand. Population and housing issues will require no further analysis and will not be included in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
4. **CULTURAL RESOURCES— Would the project:**					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of a unique archeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	☐

Historic Architectural Resources

The existing, vacant, 24-foot-tall, one-story-plus mezzanine, former Cala Foods grocery store was built in 1961 and is less than 50 years old. The commercial structure is not architecturally distinguished and is not considered a historical resource by the San Francisco Planning Department.[23] The building is not formally listed on or determined to be eligible for listing on the California Register of Historical Resources (California Register). It is not listed among buildings in Article 11 of the *Planning Code* (Preservation of Buildings and Districts of Architectural, Historical, Aesthetic Importance in the C-3 Districts) because it is outside of the survey area; and it is not listed in Article 10 as an individual landmark or as having potential for inclusion in any designated local historic districts.

In order to make the determination that a property may be a historic resource, the San Francisco Planning Department has organized some twenty-seven ratings systems into three major categories that classify properties based on their evaluation and inclusion in specified registers or surveys as follows (Category A is divided into two subcategories):

- ***Category A.1*** *– Historical Resources formally listed or eligible for listing on the California Register of Historical Resources (California Register).*[24]
- ***Category A.2*** *– Adopted Local Registers, and Properties That Have Been Determined to Appear or May Become Eligible for the California Register.*
- ***Category B*** *– Properties Not in Category A, but for which the City has Information Indicating that Further Consultation and Review Will be Required.*
- ***Category C*** *– Properties Less than 50 years of Age, Properties Determined Not To Be Historical Resources, or Properties For Which The City Has No Information Indicating that the Property is an Historical Resource.*

Based on the discussion above and an assessment from the Planning Department, the 690 Stanyan Street building would be in the Planning Department's Category C—properties determined not to be historical resources.[25]

Golden Gate Park, which is individually listed as a Cultural Landscape on the National Register of Historic Places and on the California Register of Historical Resources, lies directly west of the project site across Stanyan Street. There are two San Francisco landmarks listed in Article 10 of the *Planning Code* located within Golden Gate Park: McLaren Lodge, landmark number 175; and Park Emergency Hospital, landmark number 201. The proposed project would not materially impair any of these historic resources in the vicinity, would reinstate missing building fabric, and would complete the continuous building wall at street level on both Haight and Stanyan Streets.[26]

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[23] Memorandum from Tara Sullivan-Lenane, Major Environmental Analysis, to Sarah Jones, Subject: Historic Review of the 690 Stanyan Street Project (Case No. 2006.0460), November 14, 2006. This memorandum is available for public review in Project File No. 2006.0460E by appointment at the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, California.

[24] The California Register of Historical Resources is a list of significant architectural and historical resources in California. In essence, the criteria used by the California Register are the same as those used by the National Register of Historic Places although some modifications have been made for resources significant within California. Resources that are formally listed in or determined to be eligible for the National Register are automatically listed in the California Register.

[25] Tara Sullivan-Lenane, op cit.

Based on the information above, the proposed project would not substantially or adversely affect a historic resource and would therefore not have a significant impact on historic resources. Historic architectural resources issues will require no further analysis and will not be included in the EIR.

Archeological Resources

Factors considered in determining the potential for encountering archeological resources include the location, depth, and the amount of soils disturbance proposed, as well as any existing information about known resources in the area. Project excavation for the proposed three-level basement parking garage would disturb soils to a depth of approximately 30 feet below street level, with additional disturbance of up to 2.5 feet for a conventional spread footing or mat foundation. No prehistoric deposits have been discovered to date in this area of San Francisco. The nearest recorded prehistoric deposits are in the Presidio and at Land's End. The project site was first developed at some point between the 1870s (when Golden Gate Park was created) and the late 1880s. It is possible that deposits from this initial development of the site (filled privies or wells/trash pits) might be present. Therefore, there is some small possibility that the proposed project could affect CEQA-significant archeological resources.[27] Implementation of **Mitigation Measure 1** listed on page 67 of this Initial Study would address the appropriate steps to take following any accidental discovery of archeological resources, reducing any potential effects on archeological resources to less-than-significant.

There are no unique geologic features on the project site and the proposed project could not affect such resources.

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[26] Ibid.

[27] Debra Dwyer and Randall Dean, Planning Department Staff Archeologist, memorandum to Sarah Jones, Environmental Planner, *Archeological Evaluation for 690 Stanyan Street Project*, December 13, 2006. This document is on file with the Planning Department, 1650 Mission Street, Fourth Floor, and is available for public review by appointment as part of File No. 2006.0460E.

Based on the preceding information, archeological resource issues will require no further analysis and will not be included in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
5. TRANSPORTATION AND CIRCULATION—Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☒	☐	☐	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	☒	☐	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒	☐
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	☒	☐	☐	☐	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	☐	☐	☒	☐	☐

The proposed project would include 62 residential units, 34,000 sq.ft. of specialty grocery store, and 176 parking spaces in a three-level subterranean garage. The increase in residents and a retail business on the project site would increase demands on the local transportation system, including traffic, transit, and parking. Transportation effects will be assessed in the EIR. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading, as well as construction impacts. The analysis will also consider other potential development occurring in the project vicinity.

Checklist Item 5c is not applicable to the proposed project. The proposed project would not change substantially air traffic patterns nor increase air traffic safety risks. The proposed project also would not create a significant emergency access impact because the project site would not block streets and the site is accessible from major streets.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
6. **NOISE—Would the project:**					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☒	☐	☐

The project site is not within an airport land use plan, nor is it near a private airstrip; therefore, these topics are not applicable.

The urban setting of the project area includes numerous potential sources of noise. The most significant existing source of noise throughout San Francisco is vehicular traffic, including trucks, cars, buses, and emergency vehicles. Non-vehicular noise sources in the area include operational noise from surrounding buildings and periodic temporary construction noise from building construction, renovation, or street maintenance. The nearest sensitive receptor to the project site would be surrounding residents. There are no day care facilities or senior centers nearby. There is an outpatient health clinic at 1800 Haight Street at the end of the project block at Shrader Street.

Traffic Noise

Based on published scientific acoustic studies, traffic volumes would need to approximately double to produce a noticeable increase in ambient noise levels in the area. The project is expected to generate approximately 298 additional p.m. peak-hour vehicle trips, and therefore would not double traffic volumes in the area and would not increase ambient noise levels substantially.[28] There would be no significant impact due to an increase in traffic-related noise from the proposed project, and this topic will not be discussed in the EIR.

Building Equipment Noise

The proposed project would include new mechanical equipment, such as air conditioning units and chillers, which could produce operational noise. These operations would be subject to Section 2909 of Article 29 (the Noise Ordinance) of the San Francisco *Police Code* that limits noise from building operations. Substantial increases in the ambient noise level due to operational noise from building equipment would not be anticipated. The proposed project would, therefore, result in a less-than-significant operational noise impact.

Interior Noise

The proposed project would be subject to Title 24 of the California Code of Regulations that establishes uniform noise insulation standards for residential structures. The proposed development would contain a residential component. Title 24 requires that residential structures (other than detached single-family dwellings) be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 decibels in any habitable room. This standard is consistent with the objectives and policies of the Transportation Noise section of the *General Plan's*

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[28] Preliminary trip generations provided by LCW Consulting, February 13, 2007.

Environmental Protection Element, particularly Objective 10: *Minimize the Impact of Noise on Affected Areas,* and Policy 10.2: *Promote the Incorporation of Noise Insulation Materials in New Construction.* For areas with background noise levels between 60 and 70 decibels, the *San Francisco General Plan* states "new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design."[29] Background noise levels at the project site have been measured at approximately 65 decibels and thoroughfare noise levels have been measured at 70 to 75 decibels.[30]

The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet State and City standards regarding sound transmission. Because the proposed development would comply with Title 24 noise insulation requirements, the existing noise environment would not significantly affect occupant use.

Construction Noise

Excavation and project construction would increase noise, and possibly vibration levels, temporarily and intermittently around the project site, and may be considered an annoyance by occupants of nearby properties. Noise and vibration levels over the estimated 18-month construction period would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Construction noises associated with the proposed project would include excavation, truck traffic, foundation construction, steel erection, and finishing. Of these, excavation, site work, and erection of the new building's exterior would likely generate the most construction-related noise. During construction, there would be truck traffic to and from the site, hauling excavated materials and debris or delivering building materials. It is anticipated that the construction hours would be normal working hours during the week, with possible limited work during nights or weekends.

The San Francisco Noise Ordinance (Article 29, *Police Code*) regulates construction-related noise. The ordinance requires that noise levels from individual construction equipment, other than impact tools, not exceed 80 dBA[31] at a distance of 100 feet from the source. Impact tools, such as jackhammers, must have both the intake and exhaust muffled to the satisfaction of the Director of Public Works. If the noise from the construction work would exceed the ambient noise levels at the property line of the site by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m., unless the Director of Public Works authorizes a special permit for conducting the work during that period.

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[29] *San Francisco General Plan* Environmental Protection Element, Land Use Compatibility Chart for Community Noise.

[30] *San Francisco General Plan* Environmental Protection Element, Map 1, Background Noise Levels and Map 2, Thoroughfare Noise Levels, both 1974.

The project sponsor anticipates using a concrete perimeter with a base mat slab foundation, and would not drive foundation piles. As a result, the proposed project would not create unusual levels of ground-borne vibration that would disturb nearby residents or businesses, and vibration impacts would be less than significant.

Conclusion

In summary, compliance with Title 24 California Code of Regulations would ensure existing noise levels would not significantly affect project residents. Neither operational noise of the proposed project nor traffic-related noise would significantly increase the ambient noise levels in the project vicinity. Construction-related increases in noise and vibration resulting from project construction would not be considered a significant impact because of the temporary and intermittent nature of construction and because the contractor would be required to comply with the City's Noise Ordinance. Therefore, noise effects will not be addressed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7. AIR QUALITY **Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:**					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	☐

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[31] The acronym "dBA" stands for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A-weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☐

The Federal Clean Air Act (CAA), as amended, and the California Clean Air Act (CCAA) legislate ambient air standards and related air quality reporting systems for regional regulatory agencies to develop mobile and stationary source control measures to meet the standards. The Bay Area Air Quality Management District (BAAQMD) is the primary responsible regulatory agency in the Bay Area for planning, implementing, and enforcing the federal and state ambient standards for criteria pollutants.[32] Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10} & $PM_{2.5}$) and lead.

The San Francisco Bay Area Air Basin encompasses many counties including San Francisco, Alameda, Contra Costa, Marin, San Mateo, Napa, and parts of Solano and Sonoma counties. The San Francisco Air Basin has a history of air quality violations for ozone, carbon monoxide, and particulate matter. The basin currently does not meet the state ambient air quality standards for ozone, PM_{10}, and $PM_{2.5}$. BAAQMD has adopted air quality management plans over the years to address control methods and strategies to meet air quality standards, the latest plans being the *Bay Area 2000 Clean Air Plan, 2001 Ozone Attainment Plan,* and *2005 Bay Area Ozone Strategy.*

The proposed project would be consistent with the *General Plan* and air quality management plans such as the *Bay Area 2000 Clean Air Plan*, and the *Bay Area 2005 Ozone Strategy*. Additionally, the *General Plan, Planning Code,* and City Charter implement various transportation control measures identified in the *2005 Ozone Strategy* through the City's Transit First Program, bicycle parking requirements, transit development fees, and other actions. Accordingly, the proposed project would not interfere with implementation of the *2005 Ozone Strategy* or the *2001 Ozone Attainment Plan*, which are the applicable regional air quality plans developed to improve air quality towards attaining the state and federal ambient air quality standards.

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[32] State and Federal air quality standards for attainment and the Bay Area's attainment status can be viewed on the BAAQMD website at *http://www.baaqmd.gov*, accessed for this report on February 8, 2007.

Construction Air Quality Emissions

Demolition, grading, and new construction activities would temporarily affect local air quality during the project's proposed 18-month construction schedule, causing temporary increases in particulate dust and other pollutants. The proposed project would involve excavation to a depth of 30 feet below grade (33,000 cubic feet). Dust emissions during demolition and grading would increase particulate concentrations near the project site. A portion of these emissions would likely result from equipment traveling over unpaved areas, and such dust emissions would have the greatest nuisance potential. Fugitive dust is emitted during disturbance of soil and as a result of wind erosion over exposed earth. Dustfall can be expected at times on surfaces within 200 to 800 feet of the source.

Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Dust generated from demolition and construction is composed primarily of particularly large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. In general, dust generated by demolition and construction activity would result in more of a nuisance than a health hazard in the vicinity of the project site. About one-third of the dust generated by demolition and construction activities consists of smaller size particles in the range that can be inhaled by humans (i.e., particles 10 microns or smaller in diameter, known as PM_{10}, although those particles are generally inert). Persons with respiratory diseases immediately downwind of the site, as well as any unprotected electronics equipment, could be sensitive to this dust.

Dust generation would be highly variable. The amount of dust generated on a given day would be dependent on types and amount of demolition and/or construction activity, as well as meteorological and soil conditions. The highest potential for dust generation occurs during the summer months when winds are highest on average and soil moisture is lowest.

Effects of demolition and construction activities would increase dustfall and locally elevated levels of fine particulate matter. **Mitigation Measure 2** (page 71) would implement the appropriate BAAQMD measures by requiring the project contractor to water the site (with reclaimed water), cover soil and other materials, cover trucks, and sweep the streets to minimize dust generation during excavation, storage, and transportation. The contractor also would minimize vehicle emissions by prohibiting idling of engines and by implementing a vehicle maintenance program. Because the proposed project would implement these mitigation measures, it would not cause significant construction-related air quality effects.

Operational Emissions

The proposed project would affect local air quality by increasing vehicular traffic on nearby roads and at the project site, and by adding stationary emissions (mechanical equipment) to the project site. According to the BAAQMD, vehicles are the primary source of operational project-related emissions.[33] The BAAQMD has established thresholds for projects requiring its review for potential air quality impacts.[34] These thresholds are based on the minimum size projects that the BAAQMD considers capable of producing air quality problems due to vehicular emissions. The BAAQMD generally does not recommend a detailed air quality analysis for residential projects with fewer than 320 single-family or 510 multi-family units, or projects that would generate fewer than 2,000 vehicle trips per day. The proposed project's 62 residential units and grocery use would be expected to generate more than 2,000 vehicle trips per day.[35] Therefore, the proposed project would exceed the BAAQMD threshold.

The BAAQMD has identified three additional threshold standards, above which the estimation of local carbon monoxide concentrations would be required:

- Project related vehicle CO emissions would exceed 550 pounds per day.
- Project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E, or F or would cause LOS to decline to D, E, or F.
- Project traffic would increase traffic volumes on nearby roadways by 10 percent or more.[36]

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[33] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999. This report is available online for review at *http://www.baaqmd.gov/pln/ceqa/ceqa_guide.pdf*. Accessed for this report on February 8, 2007.

[34] See *BAAQMD CEQA Guidelines*, December 1999, page 25.

[35] Luba Wyznyckyj, LCW Consulting, memo to Stu During, During Associates, *690 Stanyan Street Transportation Study—Vehicle Trip Generation*, February 13, 2007. This memo is available in Project File No. 2006.0460E for public review by appointment at the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, California.

[36] *BAAQMD CEQA Guidelines*, December 1999, page 16.

Because it would exceed the BAAQMD threshold of 2,000 vehicle trips per day, the proposed project could generate potentially significant air quality impacts, and the EIR will analyze traffic-generated air quality impacts in the context of these threshold standards, as well as others identified by the BAAQMD.

Because the project may generate significant air quality impacts, it may generate cumulatively significant impacts. The EIR will analyze cumulative air quality impacts.

Odors

According to the BAAQMD, typical operational uses that may result in significant odor impacts include wastewater treatment plants, landfills, asphalt batch plants, chemical manufacturing, painting/coating operations, and coffee roasters. The proposed project would not increase or change odors on the project site or near the proposed project, since it would not include uses with objectionable odors. Observation indicates that surrounding land uses are not sources of objectionable odors that would adversely affect project residents. Therefore, creation of objectionable odors would not be an impact of the proposed project.

Conclusion

As discussed above, the proposed project would not conflict with applicable air quality plans or create objectionable odors. It may violate air quality standards, contribute substantially to existing or projected air quality violations, add a cumulatively considerable amount of criteria pollutants for which the area is in non-attainment, or expose sensitive receptors to substantial pollutant concentrations. The EIR will, therefore, include a discussion relating to air quality issues.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
8. **WIND AND SHADOW—Would the project:**					
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☒	☐	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☒	☐	☐	☐	☐

Wind

Typically, winds in San Francisco are from the west off the Pacific Ocean, and wind speeds in general are highest in the spring and summer, and lowest in the fall. Wind can interact with buildings to accelerate ground-level wind speeds and create uncomfortable or hazardous conditions for pedestrians. Daily wind speeds vary, with the strongest wind in the late afternoon and lightest winds in the morning. Ground-level wind impacts are generally caused by a building's height relative to surrounding structures, as well as its massing and orientation in relation to the wind stream. A building that is surrounded by structures of similar height or higher is not likely to cause adverse wind accelerations at ground level, while even a relatively small building can cause wind problems if it is freestanding and exposed.

The one-story plus mezzanine, 24-foot-tall former Cala Foods building currently occupies the project site. The proposed project would demolish the existing building and construct a four-story building that would be 40 feet in height measured at the eastern portion of the property and 50 feet in height measured at Stanyan Street. It would be surrounded by mostly one- and two-story buildings to the east along Haight Street and three- to five-story buildings along Stanyan Street, Page Street, and in the wider neighborhood. The west side of the site opens onto Golden Gate Park across Stanyan Street without intervening buildings. The proposed new building would be approximately the same height as the adjacent four-story apartment buildings to the north, but higher than the adjacent one- to two-story buildings along Haight Street to the east. The project site is located in a flat area of the city that is generally unsheltered from northwesterly prevailing winds. Wind sheltering generally limits the strength of wind accelerations that occur at ground level. However, adjacent buildings to the north are of similar height and mass, and may provide some sheltering from wind acceleration.

The proposed project would add approximately 26 feet to an existing 24-foot-tall building, and would be as tall as or taller than other surrounding buildings that provide the area with some wind sheltering. Buildings 50 feet or less in height generally do not result in substantial effects on wind conditions. The proposed project would be part of the first street wall to the east of Golden Gate Park that is formed by buildings along the east side of Stanyan Street. However, the proposed project would not be expected to substantially change the wind environment and produce significant wind impacts because of the relatively low proposed heights, the existing building on the site, and many surrounding buildings of similar height. Wind will not be a topic of analysis in the EIR.

Shadow

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984). When buildings or additions will be higher than 40 feet, Section 295 protects parks and recreation centers under the jurisdiction of, or to be acquired by, the Recreation and Park Department from new shadows during the period between one hour after sunrise and one hour before sunset, year round, unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant.

While the proposed project would be considered as a 40-foot building under the PUD process, the proposed new building would measure 50 feet in height from Stanyan Street and could still create new shadow on Golden Gate Park. Preliminary shadow analysis of the proposed project indicates that, due to the location of the building directly east of Golden Gate Park, the proposed project could result in new shadow being cast on Golden Gate Park during the morning hours. As a result, the proposed project may have a potentially significant shadow impact that will be further analyzed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9. **RECREATION—Would the project:**					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐
c) Physically degrade existing recreational resources?	☐	☐	☒	☐	☐

Recreational facilities in the vicinity of the project site include Golden Gate Park across Stanyan Street, the Panhandle of Golden Gate Park two blocks north, Buena Vista Park five blocks east on Haight Street, Grattan Park six blocks south on Stanyan Street, Twin Peaks 20 blocks south, and Mt. Sutro 10 blocks to the southwest. The project site is not located in an area identified in the *San Francisco General Plan* as in high need of recreational facilities and improvements.[37]

The proposed project would add 62 residential units and 34,000 sq.ft. of grocery retail space, which is expected to result in an estimated population increase of an estimated 135 new residents and 97 employees to the area (30 net new employees). It is expected that the proximity of Golden Gate Park would be considered an asset by future users of the proposed project, and that the residents would make use of the park's facilities. However, the proposed project's population increase would not be substantial compared to the existing demand for public recreational facilities in this area and would not result in substantial physical deterioration of existing recreational resources. The proposed project would not require the construction or expansion of off-site recreational facilities that might have an adverse physical effect on the environment. Therefore, the proposed project would have a less-than-significant impact with regard to recreation.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☐	☐	☒	☐	☐

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[37] *San Francisco General Plan* Recreation and Open Space Element, Map 9: Open Space Improvement Priority Plan, Adopted July 1995.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

The project site is within an urban area that is served by utility service systems, including water, wastewater and storm water collection and treatment, and solid waste collection and disposal. The proposed project would increase demand for and use of utilities, but not in excess of amounts expected and provided for in this area.

Sewer and Wastewater Service

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant (Southeast Plant) provides wastewater and stormwater treatment and management for the eastern half of the City, including the project site. No major new sewer or stormwater facilities or construction would be needed to serve the proposed project. The proposed project would meet the wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance in order to meet Regional Water Quality Control Board requirements.[38] The proposed project would not significantly increase the total stormwater volume discharged by the project site, particularly since the site is currently completely covered with impervious surfaces. The proposed project would not substantially increase the demand for wastewater treatment to the project site and would, therefore, result in a less-than-significant wastewater service impact. This topic will not be discussed further in the EIR.

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[38] City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

Water Supply Facilities

The proposed project would consume an estimated 11,300 gallons per day (gpd) of water, for a net increase of 9,050 gpd over the existing building's estimated water use when it was operational.[39] Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase would be accommodated within anticipated water use and supply for San Francisco.[40] The new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the California State Building Code Section 402.0(c).

As discussed under the Air Quality topic, during project construction, the project sponsor and project building contractor must comply with Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, which requires using non-potable water for dust control activities. Since project water demand could be accommodated by the existing and planned supply anticipated under the San Francisco Public Utility Commission's *2005 Urban Water Management Plan (UWMP)* and would use best-practice water conservation devices, it would not result in a substantial increase in water use and could be served from the existing water supply entitlements and resources. Therefore, the proposed project would result in less-than-significant project-specific and cumulative water impacts, and this topic will not be further discussed in the EIR

Solid Waste

Solid waste would be collected by Sunset Scavenger Company, hauled to the Norcal transfer station near Candlestick Point and recycled, as feasible, with non-recyclables being disposed of at Altamont Landfill, where it is required to meet federal, state and local solid waste regulations. A substantial expansion of the Altamont Landfill, approved in 1997 and under construction, will accommodate San Francisco's solid waste stream well into the future. Additionally, the City has a goal to divert most (75 percent) of its waste away from disposal (through recycling, composting, etc.) by 2010 and to divert all waste by 2020. The solid waste associated with project construction and operation would not substantially affect the projected life of the Altamont Landfill. The operation of the proposed uses would similarly not significantly increase the amount of solid waste produced on-site relative to the city's waste generation or the capacity of its landfill. Therefore, the proposed project would result in a less-than-significant project-specific and cumulative solid waste impact. The topic will not be further discussed in the EIR.

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[39] Based on 62 gallons per day (gpd) per capita, 130 new residents, 95 gpd per 1,000 sq.ft. of retail space, and 34,000 sq.ft. of retail space, the proposed project would consume approximately 11,300 gpd of water in total. The net calculation of 9,050 gpd is estimated based on the past use of 23,600 sq.ft. of retail space. Current residential use in San Francisco is 62 gallons per capita per day (source: SFPUC, *2005 Urban Water Management Plan for the City and County of San Francisco (UWMP)*, December 2005, page 40, http://sfwater.org/detail.cfm/MC_ID/7/MSC_ID/106/MTO_ID/NULL/C_ID/2776), accessed for this report on December 4, 2006. Non-residential water use is estimated at 95 gpd per 1,000 sq.ft. of retail land use (San Francisco Planning Department, *Mission Bay Final EIR*, Table L.3: Mission Bay Project Total Daily Water Demand, page L.9).

[40] San Francisco Public Utility Commission, *2005 Urban Water Management Plan (UWMP)*. The Plan uses the San Francisco Planning Department's current long-range growth projections—*Land Use Allocation 2002*—an estimate of total growth expected in the City and County of San Francisco from 2000 – 2025. These projections have similar employment growth and approximately 15,000 higher household growth than ABAG *Projections 2002*.

Conclusion

No new water delivery or wastewater collection and treatment facilities would be required to serve the proposed project. Project solid waste would be recycled, as feasible, at the Norcal transfer station, with non-recyclables disposed of at the Altamont Landfill, where adequate capacity exists to serve existing and future needs of San Francisco. The proposed project would incrementally increase the demand for water, wastewater and other utilities on-site, but not in excess of anticipated demand projected for the City and County of San Francisco. Therefore, the proposed project would result in a less-than-significant utilities and service systems impact. No further analysis of this topic will be included in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11. **PUBLIC SERVICES—Would the project:**					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☒	☐	☐

The project site is located in an urban area that currently receives public services, such as fire, police, public schools, parks, libraries, and other services. While the proposed project would increase the number of residents on the project site, and thereby increase demand for and use of local public services, it would not be considered in excess of amounts expected and provided for in this area.

Police and Fire Protection

The vicinity of the proposed project receives police and fire protection services from the San Francisco Police Department and the San Francisco Fire Department. The proposed addition of 62 residential units, approximately 135 new residents, and a net increase of about 30 employees (97 total employees) would incrementally increase the demand for police and fire services to serve the project site. The nearest police station is the Park Station, located at 1899 Waller Street (within Golden Gate Park), two blocks to the southwest. The nearest fire station is Station 12 located at 1145 Stanyan Street, six blocks to the south. Although the proposed project could increase the number of calls received from the area or the level of regulatory oversight the departments must provide due to the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for police and fire protection services in the Haight Ashbury neighborhood. The proposed project would be required to comply with the current Building Code's fire safety and fire prevention standards.

The increase in demand for police and fire protection services resulting from the proposed project would not be substantially greater than existing demand for fire and police protection services in the project area, and meeting this additional service demand would not require the construction of new police or fire prevention facilities. The departments monitor growth in demand for police and fire department service areas and they address additional staffing, equipment, and facility needs each year through the City's annual operating and capital budget process. For these reasons, the project's effect on police protection and fire prevention services would not be significant, and this topic will not be included in the EIR.

Schools

The New Traditions Elementary School at 2049 Grove Street is four blocks and approximately 0.25 mile from the project site to the north; Grattan Elementary School is seven blocks southeast of the project site. The nearest middle school is the Roosevelt Middle School at 460 Arguello Boulevard, 17 blocks northwest of the project site. The Aim High Academy at 1351 Haight Street, five blocks east of the project site, will be relocated to 325 La Grande Avenue in the Excelsior District as part of the 2006-2007 San Francisco Unified School District's School Closure Decision.[41] The closest high schools are the Raoul Wallenberg Alternative High School at 40 Vega Street, 17 blocks northeast of the project site, and the Mission High School at 3750 18th Street, about 20 blocks away. Some of the new residents of the proposed 62-unit residential development may be families with school-age children. The 62 units would generate approximately 13 school-age children (K-12).[42] Similar to other citywide development, the proposed project would be assessed $2.42 per gross square foot for the increase in residential space, approximately $147,000 for the additional 60,555 sq.ft. of residential development. The proposed project's 62 residential units would not substantially increase demand for school facilities in San Francisco and would not be a significant impact. The EIR will, therefore, not include a discussion of school-related impacts.

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[41] San Francisco Unified School District, *School Closure Decision*, January 19, 2006. Available online for review at *http://portal.sfusd.edu/data/home/School_Closure_Decisions.pdf*, accessed for this report on February 20, 2007.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
12. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☐

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[42] The San Francisco Unified School District (SFUSD) uses a student generation rate of 0.203 students per new housing unit to reflect concentrated urban conditions of San Francisco. See discussion in the *Eastern Neighborhoods Rezoning and Area Plans Draft EIR*. The *Eastern Neighborhoods Draft EIR* is available for review by appointment at the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, in Case No. 2004.0160E.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

The project site is within a developed urban area and is completely covered by impervious surfaces. The site, therefore, does not provide habitat for any rare or endangered plant or animal species, and the proposed project would not affect or substantially diminish plant or animal habitats, including riparian or wetland habitat. The proposed project would not interfere with any resident or migratory species, or affect any rare, threatened, or endangered species. There are no adopted habitat conservation plans applicable to the project site.

The San Francisco Board of Supervisors recently adopted legislation that amended the City's Urban Forestry Ordinance, Public Works Code Sections 8.02-8.11, to provide disclosure and protection of protected trees, including street trees, and to require a permit from the Department of Public Works to remove any protected trees. Protected trees include landmark trees, significant trees, or street trees located on private or public property. The project sponsor would not remove the three existing street trees on Haight Street. There are no trees on the project site itself. DPW requires adjacent street trees be protected during construction, replaced if damaged, and additional street trees be added as feasible along certain streets. The final number and placement requirements of additional street trees and required street tree protection during construction would be subject to review and approval by DPW. The proposed project would not conflict with the local tree preservation ordinance.

Based on the above information, the proposed project would not result in significant adverse impacts on biological resources, and this topic will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
13. GEOLOGY AND SOILS— **Would the project:**					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒	☐

The proposed project would connect to the City's sewer and stormwater collection and treatment system, would not use a septic waste disposal system, and would not substantially change the topography of the site. The project site is relatively flat and does not have unique geologic or physical features. The site is already developed, poses minimal erosion potential during construction, and topsoil is not present. These topics will not be discussed further.

An independent consultant conducted a geotechnical reconnaissance of the project site and surrounding vicinity, including one test boring to a depth of 41.5 feet below ground surface and presents the results in their geotechnical report, including the following information: (1) site, soil, geologic, and groundwater conditions; (2) conclusions and construction considerations regarding weak soils, settlement, exposure to geologic hazards (faulting, ground shaking, seismic densification, liquefaction, lateral spreading, and slope stability); and (3) geotechnical recommendations for design, site preparation and grading, foundations, retaining walls, and drainage.[43] The following discussion summarizes key points of the geotechnical study.

The surface topography of the project site is relatively flat, sloping downwards to the northwest. Under the project site is approximately 15 feet of clayey sand that is loose near the ground surface, medium density at 5 feet, and dense to very dense below 10 feet. The remainder of the boring encountered dense to very dense, poorly graded sand with varying amounts of clay to the maximum boring depth of 41.5 feet. The boring encountered groundwater at a depth of 37 feet below the ground surface. Excavation for the three-level underground parking structure would reach a depth of 30 feet below grade level, with additional excavation of up to 2.5 feet for the foundations; therefore, dewatering is not expected to be required.

Based on its San Francisco location, it is likely that the site would experience periodic minor earthquakes and potentially a major (moment magnitude [Mw] greater than 7.1 characteristic) earthquake on one or more of the nearby faults during the life of the proposed development. The project site is located approximately 7.5 miles east of the San Andreas fault, 11 miles east of the San Gregorio North fault, and 11 miles west of the northern Hayward fault. The Working Group for California Earthquake Probabilities estimates a 62 percent probability of a magnitude 6.7 or greater earthquake occurring on one of the major faults in the Bay Area by the year 2031.[44]

The project site is not within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and no known fault or potentially active fault exists on the site. In a seismically active area, such as the San Francisco Bay area, the possibility exists for future faulting in areas where no faults previously existed. The geotechnical investigation report for the project site found no evidence of active faulting on the site and concluded that the risk of surface faulting is low. However, during an earthquake along any of the major faults mentioned above, the ground at the project site would experience very strong shaking. Strong shaking during an earthquake can result in ground failure associated with soil liquefaction, lateral spreading, and cyclic densification.

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[43] Earthmetrics Consulting Engineers, *Report - Geotechnical Investigation Planned Development 690 Stanyan Street, San Francisco, California,* April 9, 2006. This report is in Project File No. 2006.0460E and available for public review at the Planning Department, 1650 Mission Street, Fourth Floor, San Francisco.

[44] Working Group for California Earthquake Probabilities, *2003 Earthquake Probability Study.* This study can be viewed on the U.S. Geological Survey website at *http://earthquake.usgs.gov/research/seismology/wg02/index.php.* Accessed for this report on February 8, 2007.

The Community Safety Element of the *General Plan* contains maps that indicate areas of the City where one or more geologic hazards exist. Maps 2 and 3 in the Community Safety Element of the *General Plan* show the intensity of ground shaking in San Francisco from two of the most probable earthquakes, one of magnitude 7.1 on the San Andreas fault and one of magnitude 7.1 on the northern segment of the Hayward fault. The project site is in a Seismic Hazards Study Zone designated by the California Division of Mines and Geology as an area subject to "non-structural" damage from seismic ground shaking along the Peninsula segment of the San Andreas fault and along the northern segment of the Hayward fault, respectively. The project site is not in an area subject to landslide, seiche or tsunami run-up, or reservoir hazards (Maps 5, 6, and 7 in the Community Safety Element).[45]

The site does not lie within an area subject to liquefaction as mapped by the California Division of Mines and Geology for the City and County of San Francisco (CDMG, 2000; also Map 4 in the Community Safety Element of the *General Plan*). In addition, the earth materials encountered in the boring on site are not subject to liquefaction. Therefore, liquefaction would have a minimal potential to occur and damage the proposed building. Because liquefaction of marginally stable soils underlying gentle slopes is most often the cause of lateral spreading or lurching, the risks from lateral spreading or lurching are low in light of the flat project site and the minimal liquefaction potential of underlying soils. The project site is not in an area subject to potential earthquake-induced land sliding (CDMG map, 2000 and Map 5, Community Safety Element of the *General Plan*).

Construction of the proposed three-level subterranean parking garage would require the removal of about 33,000 cubic yards of soil that would be trucked to an appropriate landfill following testing pursuant to City and State requirements.

Geotechnical Recommendations

The geotechnical analysis completed for the proposed project made recommendations for foundations, soil improvements, retaining walls, site grading and drainage, and other geotechnical aspects of the proposed project. The geotechnical analysis found the site suitable for development if its recommendations are incorporated into the design and construction. The project sponsor has agreed to use the geotechnical report's recommendations (and those of subsequent updated geotechnical reports) in constructing the proposed project as follows:

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[45] *San Francisco General Plan*, Community Safety Element, April 1997, Maps 2-6.

- Use no more than one foot of fill for planned improvements without recalculating the geotechnical report's assessment of the impact of filling on slope stability, site settlements, and foundations.
- Remove and replace weak soils (loose, porous soils, or topsoil) with engineered fill.
- Prepare subgrade soils of areas to receive engineered fill according to recommended specifications.
- Use underpinnings during excavation to adequately support existing structures and footings and avoid damage when excavating near them.
- Construct temporary slopes on the project site during planned excavation in conformance with Occupational Safety and Health Administration (OSHA) safety standards or install temporary shoring.
- Use Seismic Zone Factor "Z" of 0.4 for seismic design.
- Follow the specified foundation design criteria.
- Fully backdrain retaining walls; or determine the stress on subsurface walls if the project braces or ties back retaining walls.
- Follow specifications to protect slab-on-grade floors from moisture penetration for the extent of protection needed.

As discussed in the section on Geotechnical Recommendations, above, the geotechnical review concludes that the proposed project is geotechnically feasible. In reviewing the final building plans, DBI refers to a variety of information sources to determine existing hazards and to assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco, as well as the building inspector's working knowledge of areas of special geologic concern. During DBI's review of building permits for the site, they would require the preparation of an updated geotechnical report. In addition, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed.

To ensure compliance with all applicable Building Code provisions regarding structural safety, when reviewing the geotechnical report and building plans for a proposed project, DBI will ensure that the engineering and design features for the proposed project would reduce potential damage to structures from ground shaking and other seismic and geologic hazards. Potential damage to structures from geologic hazards would be mitigated through the DBI review of the building permit application and implementation of the Building Code.

Conclusion

For of the above reasons, the proposed project would not result in significant impacts related to geology, topography, or seismic or soil hazards, either individually or cumulatively. These topics will not be addressed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
14. **HYDROLOGY AND WATER QUALITY—Would the project:**					
a) Violate any water quaiity standards or waste discharge requirements?	☐	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☐	☒

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☒

The project site is not located within a 100-year flood hazard area. The project site is not in an area subject to tsunami run up or reservoir inundation hazards (Maps 6, and 7 in the *General Plan* Community Safety Element). Groundwater is not used as a drinking water supply in the City and County of San Francisco. Therefore, these topics are not applicable to the proposed project.

Water Quality

The proposed project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed project's new integrated facility and storm water runoff from the project site would flow into the City's combined sewer system to be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the plant. During operations and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Therefore, the proposed project would not substantially degrade water quality.

Groundwater Resources

The need for site dewatering is unlikely since the water table at 37 feet is below the expected excavation depth of 32.5 feet (including foundation excavation) If dewatering were necessary, the Bureau of System Planning, Environment and Compliance of the Public Utilities Commission must be notified of projects requiring dewatering, and may require groundwater analysis before discharge. Any groundwater discharged during construction of the proposed project would be subject to requirements of the City's

Industrial Waste Ordinance (Ordinance Number 199-77) that groundwater meet specified water quality standards before it may be discharged into the sewer system.

Erosion and Flooding

As noted above, impervious surfaces cover the entire project site and would not change with the proposed project. As a result, there would be no increase in the quantity and rate of storm water runoff from the site that flows to the City's combined sewer system. The proposed project would redesign site drainage, but site runoff would continue to drain to the City's combined storm and sanitary sewer. The foundation and portions of the building below grade would be water tight to avoid the possibility of the need to permanently pump and discharge water. Because storm water flows from the proposed project would not substantially exceed existing runoff and could be accommodated by the existing combined sewer system, and because there would not be an expected increase in stormwater flows, the proposed project would not significantly affect surface or ground water quality, nor cause substantial flooding or erosion of siltation on- or off-site.

Over the construction period, there would be some limited potential for erosion and transportation of soil particles during site preparation, excavation, foundation pouring, and construction of the building shell. Once in surface water runoff, sediment and other pollutants could leave the construction site and ultimately be released into San Francisco Bay. As discussed above, stormwater runoff from project construction would drain to the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant. Pursuant to *Building Code* Chapter 33 (Excavation and Grading) and the City's NPDES permit, the project sponsor would be required to implement measures to reduce potential erosion impacts. Therefore, the proposed project would not substantially degrade water quality.

Conclusion

Based on the information presented above, the proposed project would not have significant water quality, groundwater supply, flooding, or erosion impacts, nor would the proposed development be at risk from dam or levee failure or from seiche, tsunami, or mudflow inundation. These topics, therefore, will not be included in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
15. HAZARDS AND HAZARDOUS MATERIALS— Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☒	☐	☒

The project site is not located within an airport land use plan area or near a private airstrip. It is not located within a quarter mile of a school.

An independent consultant prepared a Phase 1 Environmental Site Assessment (ESA) for the project site.[46] An ESA assesses possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil or groundwater quality. The ESA reviews the land use history of the project site and operating practices at or near the site to assess potential human health hazards from reported chemical releases on nearby properties and the potential migration of chemicals, contaminants, and toxics onto the project site. The ESA also conducts a government records review to identify the sites within one-eighth to one mile from the project site that Federal, State, or local government agencies have identified as locations of hazardous material handling, storage, or disposal operations, or of environmental releases of hazardous materials.

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[46] Innovative and Creative Environmental Solutions (ICES), *Phase 1 Environmental Site Assessment, 690 Stanyan Street/1878 Haight Street*, San Francisco, March 3, 2007.

Historical Land Uses

Sanborn Fire Insurance Maps indicate a range of retail, restaurant, and automotive-related uses of the project site dating from 1889 to the construction of the grocery store and parking lot in 1967, with no change subsequently. In 1889, the western portion of the project site was occupied by a saloon, a store, and a restaurant while the eastern portion was vacant. By 1913, a hotel and vacant garage had replaced the earlier uses on the western portion of the site, with the eastern portion remaining vacant. In 1950 a structure had replaced the vacant garage on the northwestern portion of the project site and an auto service station and a gas station occupied the eastern portion of the site. The vacant Cala Foods building was constructed in 1961 on the eastern portion of the site replacing the auto service station and gas station.

The area surrounding the project site was mostly vacant in 1889 aside from a saloon, a shed, and a residential structure, and the Haight Street Cable Car railroad. By 1899, a hotel, a number of residences, a police station, some offices, and several bicycle repair shops were added to the area. By 1913, a restaurant, saloon, store, and two auto repair facilities had replaced the police station, the offices, and bicycle repair shops. By 1950, the restaurant, saloon, store, and two auto repair facilities had been replaced by existing residential structures.

Government Records Search

Government records and databases list potential sources of hazardous substances, some of which may affect the soil and/or groundwater quality at the project site. These records include regulatory lists of properties where an unauthorized release is a potential hazard and properties where hazardous materials are generated or stored whether or not there has been an unauthorized release.

The government records search for the proposed project found 168 cases of possible chemical environmental releases of concern within one-eighth of a mile to one mile from the project site. Of that total, 159 cases are not contamination threats to the project site because the threat has been remedied, it is too far from the site (beyond one-eighth of a mile), or it is located cross- or down-gradient from the project site and could not reach the site's groundwater or soil. The groundwater gradient flows in a northwesterly direction at a depth of at least 37 feet below the surface, as indicated in the discussion of geology and soils on page 51 of this Initial Study. Based on the government records search, files for the following addresses were requested from the San Francisco Department of Public Health: 1870 Haight Street (automotive service station and repair business at the project site, 1930-1958); 1702 Waller Street (cleaners, 1925); 1749 Waller Street (cleaners, 1935-1966); 636 Shrader Street (two automobile stations; an underground storage tank was removed in 1989). Files were unavailable for all but the 636 Shrader address, and its file indicated a status of "no further action" and case closure on May 8, 1989.

The ESA included a site reconnaissance to check for visual evidence of past or present uses or storage of hazardous materials that could potentially affect groundwater or soils on the project site. The reconnaissance found a utility pole transformer on the northern portion of the project site and no stains on the concrete beneath the transformer. There were no underground storage tanks, aboveground storage tanks, or drums visible at the project site.

Based on the results of the land use history and the government records review and the potential for some on-site and off-site contamination, the Phase 1 ESA recommends conducting a preliminary investigation of the project site's soils as follows:

- Collect soil samples from surficial soil within the site to assess the potential presence of lead.
- Collect soil samples from the surficial soil beneath the existing transformer to assess the potential presence of polychlorinated biphenyls.
- Collect soil samples from within the eastern portion of the site to assess the potential presence of petroleum hydrocarbons associated with the former gas station and auto service station at the site.

Potential hazards associated with toxic soil or water, whatever the source, would pose health threats for construction workers. Once built, the proposed project would not pose a potential health threat to residents, employees, or shoppers because there would be no transmission route or potential to contact contaminated soil and groundwater. Prior to issuance of a building permit and in compliance with existing federal, state, and local laws and regulations, the project sponsor would conduct the three soil surveys that the Phase 1 ESA recommends noted in the preceding paragraph to assess the possible threat to construction workers and others at or near the site during construction and would use standard abatement measures to reduce to a less-than-significant level or avoid significant hazards impacts. Should soil or water hazards be present, it would be necessary to prepare a Site Mitigation Plan that included hazardous materials disposal procedures. Thus, the project sponsor has agreed to implement **Mitigation Measure 3,** pages 71-73, which would reduce the impact of potential contaminated soil to a less-than-significant level. The topic will not be addressed in the EIR.

Hazardous Building Materials

Asbestos

Due to the age of the existing building, it may contain asbestos-containing building materials (ACBM). The Phase 1 ESA also recommends conducting a survey for ACBM prior to demolition. Asbestos can be present in building and heating system installation, vinyl sheet flooring and tile, exterior stucco, paint, window putty, roofing material, and other building materials. The California Department of Toxic Substances Control (DTSC) requires removal of these materials. Certain ACBMs can remain in place unless directly affected by the proposed project construction or renovation, such as roofing paint and coating material, mirror and ceiling tile coating material, and some vinyl floor tile. However, prior to demolition, building renovation, or construction activity, all potentially friable (subject to crumbling) ACBM must be removed in accordance with local and state regulations, BAAQMD, California Occupational Safety and Health Administration (CAL OSHA), and California Department of Health Services (DHS) requirements. This may include non-friable ACBMs that could be disturbed with the proposed demolition and construction activities.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or asbestos abatement work. The notification must include the names and addresses of the operations and the names and addresses of persons responsible; location and description of the structure to be demolished/altered, including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or asbestos abatement work; nature of the planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD will inspect any removal operation about which a complaint has been received. Any ACBM disturbance at the project site would be subject to the requirements of BAAQMD Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation, and Manufacturing.

The local office of the state Occupational Safety and Health Administration must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 sq.ft. or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures established as part of the permit review process would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level.

Lead-Based Paint

The age of the building indicates that both interior and exterior paints may contain lead, and the Phase 1 ESA recommends conducting a survey for lead prior to demolition. Any construction activity that would disturb building areas containing lead-based paint, whether deteriorated or intact, must be conducted in compliance with Section 3407 of the San Francisco *Building Code,* Work Practices for Exterior Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building, or the interior of occupied buildings (E3, R1, or R3 occupancy classifications) built prior to or on December 31, 1978, Section 3407 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3407 applies to buildings or steel structures on which original construction was completed prior to 1979, which are assumed to have lead-based paint on their surfaces unless a certified lead inspector/assessor tests surfaces for lead and determines it is not present according to the definitions of Section 3407. The ordinance contains performance standards, including establishment of containment barriers at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards), and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Cleanup standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air (HEPA) Filter vacuum following interior work.

The ordinance also includes notification requirements, contents of notice, and requirements for project site signs. Prior to commencement of exterior work that disturbs or removes 100 or more square feet or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the DBI with written notice that describes the address and location of the proposed project; the scope and specific location of the work; whether the responsible party has reason to know or presume that lead-based paint is present; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential; whether it is owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include: a Post Sign notifying the public of restricted access to work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures, already established as part of the building permit review process, would ensure that potential impacts of the proposed project due to the presence of lead-based paint would be reduced to a less-than-significant level.

Other Potential Hazardous Building Materials

In addition to asbestos-containing building materials and lead-based paint, buildings can contain other potentially hazardous building materials, including the potential presence of polychlorinated biphenyl (PCBs) in fluorescent light fixtures. Newer fixtures would not contain PCB ballasts; however, confirmation would require individual inspection of each fixture or accurate replacement records to determine their age. Fluorescent light bulbs are also regulated (for their disposal) due to their mercury content.

Inadvertent release of such materials during renovation could expose construction workers, occupants, or visitors to these substances and could result in various adverse health effects if exposure were of sufficient quantity. Although abatement or notification programs described above for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup, for other lead-containing or otherwise hazardous building materials, items containing these or other toxic substances that are intended for disposal must be managed as hazardous waste and handled in accordance with Occupational Safety and Health Administration (OSHA) worker protection requirements. Nonetheless, potential impacts associated with encountering PCBs, mercury, lead or other hazardous substances in building materials would be considered a potentially significant impact. Hazardous building materials sampling and abatement pursuant to existing federal, state, and local laws and regulations prior to renovation work, as described in **Mitigation Measure 4,** page 73 would reduce potential impacts associated with PCBs, mercury, lead, and other toxic building substances in structures to a less-than-significant level. With **Mitigation Measure 4** implemented, the proposed project would not have the potential to pose a direct (through material removal, if required) or indirect (through transport of materials or accidental release) public health hazard to construction workers, others at the construction site, or people in the surrounding neighborhood.

Emergency Response Plans

The proposed infill development project would not interfere with emergency response or evacuation plans. Occupants of the proposed building would contribute to congestion if an emergency evacuation of the Haight Ashbury neighborhood were required. The project sponsor would develop an evacuation and emergency response plan as required for review by, the Office of Emergency Services to ensure coordination between citywide and site-specific emergency planning.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the Building and Fire Codes and requires new buildings and additions to meet these standards. The San Francisco Fire Department and DBI would review the proposed project's plans to ensure conformance with these provisions, including emergency exit requirements, the development of an emergency procedure manual, and an exit drill plan. With these requirements, potential fire hazards would not be considered a significant impact.

Conclusion

Regulations and procedures already established as part of the building permit review process and **Mitigation Measure 3,** page 71, and **Mitigation Measure 4,** page 73, would reduce to a less-than-significant level potential public health and safety hazards related to the possible presence of hazardous materials on the project site, to the routine use of hazardous materials, and to potential fire hazards in the new building. Hazards and hazardous materials will, therefore, not be included in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. Since the project site is already developed, future evaluation or designation of the site would not affect or be affected by the proposed project. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project.

The proposed project's residential uses would not consume large amounts of fuel, water, or energy. Electricity generation would consume additional natural gas and coal fuel. New buildings in San Francisco are required to conform to current state and local energy conservation standards, including Title 24 of the California Code of Regulations. DBI enforces Title 24 compliance and documentation; demonstration of compliance with these standards is submitted with the application for the building permit. The proposed project would, therefore, not cause a wasteful use of energy. The proposed project would not use substantial quantities of other non-renewable natural resources, or use fuel or water in an atypical or wasteful manner.

San Francisco consumers have experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the state does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls because of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the state. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, would be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the state, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect or contribute to a cumulative impact.

Based on this assessment, the proposed project would not have a significant project-specific or cumulative effect on mineral or energy resources. These topics will therefore not be included in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
17. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	☐	☐	☐	☐	☒

The project site is located in the City of San Francisco, an urban area, and therefore not agricultural in nature. The California Department of Conservation designates no land within the City boundaries as Williamson Act properties or important farmland.[47] The proposed project would not convert farmland to a non-agricultural use, would not conflict with agricultural zoning or Williamson Act contracts, nor cause other changes that would lead to the conversion of Farmlands of Statewide Importance to nonagricultural use.

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[47] San Francisco is identified as "Urban and Built Up Land" on the California Department of Conservation *Important Farmland of California Map*, 2002. This map is available for viewing on-line at the Department of Conservation website (*http://www.consrv.ca.gov/DLRP/fmmp/images/fmmp2004_11_17.pdf*), accessed for this report February 15, 2007.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
18. **MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:**					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

The project sponsor has agreed to implement **Mitigation Measures 1 through 4**, contained in Section F below. They have been incorporated into the project to reduce potentially significant archeological, construction air quality, and hazardous building materials impacts of the proposed project to a less-than-significant level. Potentially significant effects associated with visual impacts, shadow, air quality, and transportation will be considered in the EIR.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

Mitigation Measure 1

Archeology (Monitoring)

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Section 15064.5 (a)(c).

Archeological Monitoring Program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.

- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity shall comply with applicable state and federal laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure 2

Construction Air Quality

Consistent with the BAAQMD's dust control measures, the project sponsor shall require the construction contractor(s) to spray unpaved construction areas of the project site with non-potable water during excavation, grading, and site preparation activities at least twice per day; to cover stockpiles of soil, sand and other such material on-site and during hauling; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance No. 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. The project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 3

Hazards (Contaminated Soil and Groundwater)

Step 1: Soil and Groundwater Testing

The project sponsor shall, prior to approval of a building permit for the project, hire a consultant to collect soil and groundwater samples (borings) from areas on the site in which soil would be disturbed and test the samples for total lead and petroleum hydrocarbons. The consultant shall analyze the samples as discrete, not composite samples. The consultant shall prepare a report on the testing for petroleum hydrocarbons that includes the results of the testing and a map that shows the locations of samples collected.

The project sponsor shall submit the report on the testing for petroleum hydrocarbons and a fee in the form of a check payable to the San Francisco Department of Public Health (SFDPH), to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee shall cover staff time for report review and administrative handling. If additional review is necessary, the Department of Public Health (DPH) shall bill the project sponsor on a time and materials basis. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the testing report to determine to whether the soils or water of the project site are contaminated with petroleum hydrocarbons at or above potentially hazardous levels.

Step 2: Preparation of Site Mitigation Plan

If, based on the results of the tests conducted, the San Francisco Department of Public Health (DPH) determines that the soils or water on the project site are contaminated with contaminants at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the level of contamination of soils and water on the project site and mitigation measures for managing them on the site, including, but not limited to: 1) the alternatives for managing contaminated soils and water on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils or water on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils or water on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Contaminated Soils and Water

(a) _Specific Work Practices_: If, based on the results of the soil tests conducted, DPH determines that the soils or water on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils and water during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil and water testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils and water appropriately (i.e., as dictated by local, state, and federal regulations) when such soils or water are encountered on the site. If there are excavated materials containing over one percent friable asbestos, they would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable state and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

(b) _Dust Suppression_: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) *Surface Water Runoff Control*: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) *Soils Replacement*: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) *Hauling and Disposal*: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils and water from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure 4

Other Hazardous Building Materials (PCBs, Mercury, Lead and others)

The project sponsor would ensure that pre-construction building surveys for PCB- and mercury-containing equipment (including elevator equipment), hydraulic oils, fluorescent lights, lead, mercury and other potentially toxic building materials are performed prior to the start of renovation. Any hazardous building materials so discovered would be abated according to federal, state, and local laws and regulations.

G. PUBLIC NOTICE AND COMMENT

On October 25, 2006 the Planning Department mailed a Notice of Project Receiving Environmental Review to property owners within 300 feet of the project site, adjacent tenants, and other potentially interested parties. The Department received multiple comments in response to this notice.

Concerns and issues raised by the public regarding the environmental review were addressed and incorporated into this Initial Study or will be included in the EIR where appropriate. Members of the public indicated that they view the proposed project as a benefit to the community for a variety of reasons, such as the addition of a grocery store to serve the neighborhood, the provision of added housing in the area, and the potential for the project to revitalize and improve this portion of Haight Street. The amount of parking that would be provided was an issue of interest, with a variety of opinions expressed on the adequacy of the proposed parking. The comments identified concerns regarding transportation impacts and housing affordability.

H. ALTERNATIVES

The EIR will analyze alternatives to the proposed project that would reduce or eliminate significant environmental effects, if any. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A *No Project Alternative* in which the project site would remain in its existing condition, with the two existing buildings.
2. A *Reduced Program Alternative* that would provide residential units, parking and a grocery store, with one or more of these uses analyzed at a smaller scale than the proposed project.
3. A *Residential Only Alternative* that would only provide residential use and parking on the project site.
4. A *Retail Use Only Alternative* that would only provide retail use and parking on the project site.

Possible selection of additional alternatives for evaluation will be guided by public comment during the scoping period and by the EIR's analysis of potentially significant environmental impacts.

I. DETERMINATION

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1)has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a)have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b)have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

DATE July 7, 2007

for

Paul E. Maltzer
Environmental Review Officer
for
Dean L. Macris
Director of Planning